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THE WASHINGTON PROPOSALS.

Profound Impression upon British Official Circles.

(Reuter's Service.)

London, November 14. Although the Premier has not yet officially received Mr. Hughes' proposals, Reuter learns that official circles are profoundly impressed by the opening of the Washington Conference, which is regarded as demonstrating completely the sincerity of the United States.

Programmes Discussed.

Mr. Hughes, Mr. Balfour, M. Briand, Signor Schanzer, and Baron Kato, accompanied by experts, met this morning and discussed the programme and procedure of the Disarmament Conference. The heads of the delegations assembled in the afternoon and discussed the programme of the Far Eastern discussions.

Britain Accepts in Principle.

Washington, November 14. It is officially announced that at to-morrow's sitting of the Conference Mr. Balfour will accept in principle America's disarmament proposals.

Open Publicity.

The heads of the delegations to day discussed the question of publicity. The United States favours open meetings, with frequent executive sessions for private discussions, of which the results will be presented at the open meetings.

With Certain Definite Modifications.

Later. It is understood that Britain's acceptance of the disarmament proposals is based upon "certain definite modifications." Mr. Denby (the U. S. Naval Secretary) announced that American naval construction will not be stopped except by Congress or a definite international agreement.

Replacement by Annual Instalments Instead of in Bulk.

Later. It is understood that, instead of ten years' entire cessation of building, Mr. Balfour will propose limited replacement year by year, with a reduction in shipbuilding plant, otherwise it will be necessary to spend large sums for the maintenance of idle plant in readiness to build at the end of ten years. Britain also considers the tonnage fixed for submarines too high. It is believed that Britain will propose either the abolition of submarines or limitation of size and armaments.

Commissions to Examine Questions.

Washington, November 15. A conference of the chairmen of the five Great Powers decided that the question of limitation of armaments be considered by a commission composed of all the principal delegates instead of by the heads of the delegation only. A similar course is to be adopted regarding the commission on Far Eastern questions, in which nine nations are concerned.

Japanese Accord.

London, November 14. Reuter learns that Japanese circles in London regard Mr. Hughes' proposals very favourably, and consider that, subject to technical elaboration, they should prove entirely acceptable. It is declared that Japan will certainly follow the line taken by Britain.

Australasian Approval.

Melbourne, November 14. The Premier, Mr. Hughes, declared that the United States was to be congratulated on its practical disarmament scheme. Wellington (N.Z.), November 14. Mr. Massey expressed satisfaction with Saturday's sittings, and reiterated that lengthened peace was only securable through a friendly agreement between Britain, America and Japan.

SOVIET INFLUENCE IN THE FAR EAST.

Treaty Between Russia and Mongolia.

Paris, November 14. The New York Herald states that a treaty was signed at Moscow on the 5th inst. between the Russian Soviet and the Mongolian Governments, definitely expanding the Soviet zone of influence in the Far East.

SENSATIONAL OCCURRENCE AT LANDRU TRIAL.

Overwhelmed Press Representative Commits Suicide.

Paris, November 14. The correspondent of La Depeche (a Toulouse journal) rose abruptly during the Landru trial to-day saying he could stand no more, and left the Court. He went to the Hotel and blew out his brains with a revolver.

LIQUIDATIONS IN ENGLAND.

Board of Trade Report.

London, November 14. A reflection of the trade slump all round appears in the Board of Trade Annual Report, showing 3,158 liquidations in England last year, 119 of which were compulsory.

NEW YORK GARMENT WORKERS' STRIKE.

Objection to Piecework System.

New York, November 14. Sixty thousand garment workers of New York have struck as a protest against the piecework system. The struggle promises to be prolonged.

PORT OF LONDON STOCK.

London, November 14. The Port of London Authority will shortly issue £2,000,000 6 per cent. stock at the price of 96.

ANTHRAX REPORT ADOPTED.

Geneva, November 15. The Labour Conference has unanimously adopted the anthrax report.

PRESIDENT SIGNS U.S.-GERMAN PEACE TREATY.

Washington, November 14. President Harding has signed the German peace treaty.

ON THE WATERFRONT.

Manila People in Hongkong.

Quite a number of prominent Manila people are in Hongkong awaiting the departure of the Hoosier State at noon on Thursday. Some of these are—

Mr. R. S. Norton, Mrs. Norton and son. Mr. Norton is manager of Messrs. Christensen, Hunif and Weatherex, Manila.

Mr. Geo. Sauer, of Messrs. George Borgioli and Co., of Manila. He is going to the United States on holiday.

Mr. and Mrs. C. J. Mathies and son. Mr. Mathies is associated with Messrs. Wilch, Fairchild & Co., Manila, and is bound for Honolulu.

Mr. R. J. Harrison, president of Norton and Harrison Co. Mr. J. Feldstein, of Eranger and Calinger Co.

Mr. and Mrs. T. X. Moser. Mr. Moser is associated with the Anglo-Nestle Co.

Passengers Left.

The Hon. Mr. A. G. Stephen, Mr. G. S. Gubbay and Mr. R. E. Bellion left for Shanghai.

Mr. A. C. Hall, a well-known American insurance man who is touring the Far East, left by the China Mail steamer Nile yesterday for Java and Singapore.

New Port of Call.

The T.K.K. steamers operating on the South American line are to make Manila a port of call on their Eastward voyages to Valparaiso in the future. A start will be made with the recently constructed Rakuyo Maru of 18,000 tons displacement when she arrives from Hongkong about the middle of next month from Manila. She will go by Japan ports, Honolulu, San Francisco, Los Angeles, Salina Cruz, Panama, Callao, Mollendo, Arica and Iquique to Valparaiso where she is due to arrive on March 1, next year.

Cargo and Passengers.

The Hoosier State brought 3,312 tons of cargo to Hongkong, mostly hemp, copra, cigars and general merchandise.

In addition to 84 first class she had 206 Chinese, 247 Filipinos and 10 East Indian men aboard.

The Empress of Japan had 97 tons of cargo for Hongkong, mostly flour and apples.

General.

Advices have been received that the Pacific Mail Golden State left San Francisco for the Far East on November 5 with 8,750 tons of cargo. She is due here on December 5.

The Hoosier State is changing her colour here, as did the Empire State while here, to black.

Another Honeymoon Couple. A day or two late perhaps it is worth remarking that we are told that there was more than one honeymoon couple on the Venetian when she passed through.

With a Caucasian bride, formerly Miss Lillian Stillwell of Ithaca, N.Y., Chenhai Huang, a wealthy young Chinese, returned home.

THE WORK OF THE BLIND.

Exhibition at Helena May Institute.

A sale of the work done during the year by the blind girls at the Industrial Institution for the Blind, Kowloon, was held at the Helena May Institute to-day. Various woollen garments, well-made mats, and brushes of all kinds were exposed for sale, and it was difficult to realise that the craftsmen could not see, so well was the work done. The stalls were attractively laid out and the wares displayed were of a quality to open wide the purse strings of the many visitors to the Institute during the day.

The Right Rev. the Bishop of Victoria in introducing Lady Stubbs, spoke of the work of the blind and said how impressed he was at the number of sightless people in China. He spoke of the good work done by the Institution at Kowloon and the need of such a home in the Colony.

In declaring the sale open, Lady Stubbs said she hoped that people would remember the Industrial Institution for the Blind not only to-day but on other occasions. There are many blind people in Hongkong that the Institution was very necessary and was a cause well worthy of assistance.

The ladies who so kindly gave their assistance were Mrs. Edkins, Mrs. Chatterton, Mrs. Wattle, Mrs. White, Mrs. Gerken, Miss Norrington, Miss Barber, Miss Weeks (in charge of the Institution), Mrs. Fincher and Mrs. Hopwar.

In addition to the work shown at the Helena May Institute to-day, the girls at Kowloon are now making tennis nets, and if these are as well-made as their other work, customers should not be lacking.

after one year at Cornell University. As a citizen now of the Chinese Republic, Mrs. Huang said just before the ship sailed from Seattle that she intended to adapt herself to the speech, customs and manners of her husband's country. The young couple met at Cornell University, where Miss Stillwell was a student specializing in music. Her marriage interrupted her career as a collegian, but she said she and her husband intended to return after a year in China and resume their course of study at Cornell or some other American university.

In Wireless Communication. Ships in wireless communication with the port to-day at 2.30 p.m. were—Empire State, Lieutenant de la Tour, Cherbon Maru, Lake Gilpen, Somali, Caddo Peak, Nanwang, Malaya, Tamsa, Peking Maru, Carnarvonshire, Kawachi Maru.

EARLIER TELEGRAMS.

THE WASHINGTON CONFERENCE.

London, Nov. 14. The very boldness of conception of the disarmament proposals have "staggered humanity." There is no question, however, of the cordiality of the reception accorded the plans in principle, in Britain no less than in the United States. The grand sweep of the scheme, the transparent sincerity of its presentation, have captured public imagination and admiration, tempered only by quite comprehensible reserve regarding vital considerations which must engage attention if the proposition can be hammered into shape for common acceptance.

Mr. Hughes' dramatic plunge in *medias res* is contrasted with the old time diplomatic manner of approaching problems gradually, almost stealthily. The hope is expressed that the Japanese share the American and British appreciation of the courage of the statesmen who submitted the proposition, although it is recognised that some experts among the world's three naval Powers will find it very hard to acquiesce in the scrapping of the programme.

America Loses Most.

It is pointed out that under the scheme by far the greatest loss will fall on America, as her ships are near completion. On the contrary, no battleship or cruiser is being constructed in Great Britain, though the contract has been signed for laying down four, costing £32,000,000. It is conceded that a very searching question is addressed to Japan if she is asked to content herself with a permanent naval strength of 300,000 tons, compared with Britain's and the United States' half a million each; but it is pointed out that the alternative to acceptance is competition, wherein she is sure to be worsted and reduced even to a more unfavourable position. While, however, a degree of enthusiasm is manifest at the prospects of the leading Naval Powers agreeing to big cuts, the important fact is not lost sight of that the question of a naval holiday and agreement on Far Eastern questions are interdependent.

DARING HOLD UP.

Robbers Board Tramcar.

A WEST POINT SENSATION.

A sensation was created in the town last night on the receipt of a report of a daring robbery.

A tramcar, proceeding in a westerly direction along Des Voeux Road West, was boarded by armed men who, in the guise of passengers, took their seats on the top deck and in the lower compartments. When Beach Street was reached (the road here being rather dark), the motorman felt something hard pressed against his side, and immediately discovered that it was a revolver, held by a man who was the sole occupant of the first class compartment. The revolver was concealed from the view of people in the street by the careful way in which the man covered it with his jacket, leaving only the tip of the muzzle exposed. Other men in the third class compartment were at the same time making a similar display of revolvers. At the same time a similar scene was being enacted on the top deck, where a cattle dealer, who was carrying a large sum of money, suddenly found himself looking down the muzzle of a revolver held by a man who had followed him up to the top-deck when he boarded the car at the Central Market.

The motor man was given no choice but to stop the tram, while the robbers went through the pockets of the cattle dealer, who appears to have been specially marked out by the robbers. In fact, in the story he afterwards related to the Police, he said that the hold-up was the result of a careful conspiracy against himself. He had been to the Central Market, had collected a sum of \$1,155 from various meat-stalls and was on his way to board the tram for his home at West Point when his attention was attracted by a stranger dogging his footsteps with great persistency. When he boarded the car a little distance from the Central Market, the man also boarded it, and followed him right up to the top-deck. He admitted that he was feeling uneasy, but notwithstanding this was taken by surprise in the subsequent hold-up. When the man in a front seat suddenly turned round and seized him by the chest while brandishing a revolver in the other hand, he feebly asked: "What is the assailant's intention?" To which his assailant rejoined: "We want to search you." The next instant the cattle dealer found himself in the grip of three other men who came up from the lower deck, and who displayed an intimate knowledge of their job, by straightaway tearing off the left side of his lower jacket to get at a bundle of notes of the amount of \$771 carefully tucked away in an inner pocket. The robbers then went down the steps and left the tramcar.

The Police were informed immediately on the departure of the robbers. An extensive search then followed, but without any results, and it looks as if the gang who have so daringly set a new precedent in local criminal methods will effect an escape.

CANTON FIRES.

Five Blazes In One Day.

Five fires occurred in the city last Sunday. The different fire brigades were kept busy throughout the day.

A large number of buildings were destroyed.

Fires have been very frequently reported in the city during the last few days. It is necessary for the authorities to take some precautionary steps against them. Regular fire brigades should be established in different sections of the city and more fire brigades are needed immediately.

The different insurance companies in the city are placed in a very hard position. Two of the small companies have closed during the last few days, while others are in a critical financial condition.—Canton Times.

TRAFFIC SUMMONSES.

Defendant Who Forgot.

In a summons for reckless driving heard by Mr. R. E. Lindsell this morning, Sub-Inspector Appleton, who prosecuted, said that the defendant, a Chinese driver of car No. 157, was speeding at rate of 20 to 25 miles an hour. At 5.10 p.m. on the 21st October, witness was on duty, proceeding along Bonham Road when at the junction of Eastern Street the car came up from behind, being driven along in a furious manner. The speed was such that he just managed to take down the number, and that in the feeble light thrown by the rear lamps.

The Magistrate asked the defendant for an explanation for his failure to appear in Court last week when the summons was called.

The defendant: I had forgotten all about it. I did come up in the afternoon and explained to the Traffic Inspector.

Inspector Garrod: He only came up when I sent for him. He knew he had to come, but took on a fare an hour before the Court heard the summons.

His Worship to the defendant: \$30. I shall fine you \$10 more than usual for neglecting to obey the order of the Court.

When the driver of car No. 145 was charged with passing a stationary tramcar on the 2nd, instant, the excuse was put forward that the tramcar was discharging passengers which took a long time. Defendant being in a hurry was obliged to proceed.

His Worship:—That is no excuse. The regulations are made to protect people getting on or alighting from tramcars.—\$10.

Sergeant Portation charged another driver with going along Leighton Hill Road with dim lights. It was stated that the lights were solely drawn from the engine, and as this showed down or stopped, the lights flickered or went out. A fine of \$5 was inflicted.

The late driver of Mr. Ho Cheuk's car with a number of ladies in his car, when going along Leighton Hill Road on the 24th October, deliberately swerved out of his track in order to frighten a small boy who had hurriedly skipped out of his way and stood in the gutter. This act was witnessed by Sergeant Portation who duly reported the offence to Mr. Ho Cheuk with the result that the defendant is now looking for another job.

The defendant sought to give a different story in the Court to-day by stating that the boy deliberately jumped into the middle of the roadway in front of his car and that he had to swerve the car in order to get out of the way. Furthermore half of the road was under repairs and it was slippery after just being watered.

The Magistrate: Have you got anything more to say?

Defendant: What I would have to say would not help me much. Your worship will only believe what the constable say.

His Worship: Is the defendant's employer in Court?

Inspector Garrod: His master said he only came up to see that the man attended. He has no sympathy with him.

His Worship to defendant: I shall fine you \$25.

Inspector Garrod: He has two previous records.

Mr. Lindsell: Oh, what are they?

The Inspector said that the man had been summoned before the C.S.P. and also before the Court in August last when he was fined \$10 for reckless driving.

Mr. Lindsell: In that case I shall impose a fine of \$30.

The defendant: Will your Worship reduce the fine? I am now out of employment.

Mr. Lindsell: Oh, your master has dismissed you, has he? Three weeks' hard labour.

To-Day's Exchange.

The closing rate of the dollar on demand to-day was 2s. 7½d.

The Weather.

2 p.m. Barometer—29.91 Temp.

perature—74. Humidity—41.

Lighting-Up Time.

Lighting-up time to-day, 5.30 p.m.

HON. MR. HO FOOK.

Retires from Legislative Council.

At yesterday's meeting of the Legislative Council the resignation was received of the Hon. Mr. Ho Fook.

His Excellency the Governor: It is a little uncertain whether there will be sufficient material for another meeting shortly, and I therefore propose that we adjourn sine die. Before doing so, however, I desire to draw the attention of hon. members to the fact that the Hon. Mr. Ho Fook, to my regret, has decided that his private affairs will not permit him any longer to remain a member of the Council. I have already received intimation of Mr. Ho Fook's decision and I was successful in inducing him to delay his resignation in order to be present at this meeting, for which I tender him my thanks. I beg to thank him on behalf of the Council for the way he has assisted in the past years in our deliberations, and express the regret of us all that he has found it necessary to withdraw himself from us in future.

Hon. Mr. Pollock: I should like to associate myself, Sir, with your remarks. The Hon. Mr. Ho Fook has been of very great assistance to me in the past and has done much useful work in the Council.

Hon. Mr. Lau Cheuk: In supporting your remarks, Sir, and those of the Hon. Mr. Pollock, I should like to say that by the retirement of the Hon. Mr. Ho Fook I shall lose a conscientious, capable and sympathetic helper.

I never thought that he would retire before the expiration of his term of office; but it is some consolation to know that he retires with his vigorous unimpaired to enjoy the rest that he deserves after so many years of strenuous work in public affairs.

Hon. Mr. Ho Fook: Sir, I am so deeply touched by the kind words which you have used in speaking of my retirement that I do not really know how to express my thanks. Although I have had the honour of serving on the Council for only four years and a few weeks, it is now more than thirty years since I began to interest myself in the public affairs of the Colony, and I feel that the time has come for me to retire and make room for a better man. I am ever grateful to you, Sir, and to my honourable colleagues for the kindness and courtesy which have always been shown to me, and it is with much regret that I am taking leave of the Council. I desire also to thank the honourable Chinese colleagues for their kind remarks, which are more than I deserve. In conclusion I should like to mention that both my Chinese colleagues and I have learnt from experience that, in all Governmental matters affecting the Chinese community, the interests of that community would be best served by the two Chinese members approaching the officials quietly and tactfully instead of asking questions or proposing resolutions in the Council. Once more I thank you, Sir, for your generous remarks.

News in To-day's New Advertisements.

Latest Dairy Farm News on Page 7.

To-day the film feature at the World Theatre is entitled "Betrayed."—Page 12.

There will be an extraordinary meeting of the Royal Hongkong Yacht Club on November 19.—Page 4.

Notices re-amalgamation between the Hongkong Hotel and Steam Laundry appear on Page 4.

A 7-seater car for sale.—Page 4.

A Brooch was lost at the M.C.L. Bazaar on Saturday last.—Page 4.

Grand Guignol by the Warwick Company at the Theatre to-night.

There will be a special display of ladies' dresses and hats for four days at the Hongkong Hotel.—See Page 7.

NOTICE

"THE BEST AND THE CHEAPEST."

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For Ladies.

THE BUDGET.

Continuation of Yesterday's Debate.

We were unable yesterday to give a complete report of the budget discussion which took place at the Legislative Council. The following makes the report complete:—

The Hon. Mr. Pollock, following his general remarks on behalf of the Unofficial Members, said:—

1. The first remark which I have to make is that I hope that the Government will most vigorously press on the settlement of the terms of agreement for the transfer of the Military establishments to the mainland, and thus give the Colony greater room for expansion on this side.

2. My second point is in connection with the opening up of King's Park for building sites. Some two or three years ago the Unofficial members of this Council went most carefully into this matter with the late Director of Public Works, Mr. Chatham, and recommended that, apart from the golf links, the whole of King's Park, including the Rifle Range, should be thrown open for building purposes. In fact at that time all manners of schemes were being suggested by local architects for utilizing the available area to the best advantage; but the whole question seems to have been allowed to lapse.

3. My third point is to suggest a query as to whether the Government is wise in spreading out its expenditure over so many items, for it must be remembered that, on uncompleted items of work, whether they be Government buildings, or Quarters for Officers, or even motor roads, the particular work, whilst still in an uncompleted state, is of no worth or utility whatever, and merely represents a loss of so much interest on the money expended on it. This point seems to me to be specially worthy of consideration, in view of the stupendous programme of Public Works 1921—a programme which, although it looks well on paper, admittedly is not likely to be carried out in anything like its entirety.

Government Servants Quarters. In connection with delay in completion, the new quarters for Government Servants now approaching completion on the Severn Road are a most glaring instance of delayed completion, and I should like to be informed:—(1) When work was first begun on the sites for these houses; (2) What is the total amount expended to date on these three houses; (3) What is the total amount expended to date on the three tennis courts appertaining to these three houses; (4) What was the contract date for the completion of these three houses and tennis courts and whether there was any penalty clause in such contracts and whether it was enforced; and if not, why it was not enforced; (5) I should also like to ask why I should be considered necessary to have a separate tennis court for each of those houses. Such a procedure savours of absolutely wasteful squandering of public money—I refer to the tennis courts.

4. The question of the expensiveness of the Official Quarters on Severn Road naturally leads me to remark upon the very large sums which the Government is expending for the housing of its officers at the Peak and at Leighton Hill. From items 1 and 3 (on page 76 of the Estimates for 1922) it will be seen that the estimated total expenditure on such Quarters for 1921 is \$635,000 and that the estimated expenditure for such quarters in 1922 is \$590,000, roughly speaking, six lakhs of dollars for each of the years 1921 and 1922.

Extravagant Expenditure. For my own part, I regard such expenditure as being very extravagant from the Colony's point of view, having regard to the present high cost of building and to the fact that officers not entitled to free quarters, who occupy quarters supplied by the Government, only pay rent for such quarters at the rate of 5 per cent. upon salary and not at the rate of 5 per cent. upon the cost of the building.

Speaking for myself, I think that this system of expensive housing ought not to extend beyond the completion or erection of the Officers' Quarters of which the Public Works Committee have already had notice.

In this connection I consider that the Public Works Department are very much to blame for setting up a very expensive standard of Officers' Quarters, both as regards number and size of rooms and the provision of tennis courts.

The average Peak resident in this Colony lives in a five-roomed

house without any tennis court, but the Government Servant, who has taken his chance of housing with the average resident for many years past, is apparently to be placed in a much better position than the average resident.

Sir, I am not making these remarks in any begrudging spirit. In fact a few moments reflection will suffice to show that the Unofficial members of this Council are disposed to treat the Civil Servants in a very liberal spirit. Only a few years ago a system was brought in by which Government Servants could enjoy, when on leave, a much longer period of full pay than formerly. Then a payment of return passages scheme was made generally applicable, involving the Colony in considerable expenditure. Then a considerable percentage was added to the salaries of Civil Servants, in pursuance of the reports of a Commission, to make up for the increased cost of living. Next there is the payment of Government Servants at the very favourable rate of 12 dollars to the £, when the dollar is at 2s. 6d. or under, and although it may be that the sliding scale is not much more favourable than the old rate of four-fifths at 1s. 9d. and one-fifth at the rate of the day, it is more favourable than 10 dollars to the £ inserted in mercantile agreements. If, on the top of that, we are to house all our officers in superfluous houses at vast expense, and at a very inadequate rental in return, I think, Sir, that that would prove to be too heavy a charge upon our future revenue. That is the point at which I think we must draw the line as regards committing ourselves further, more especially as, with a lower exchange, the charge for Personal Emoluments of Government servants will fall heavily upon our revenue.

The Peak Road. 5. The last point which I shall criticize on my own behalf is in connection with the following remarks of Your Excellency in introducing the Budget. You then said: "Under 'communications' the first five items are for works already in progress, and it is expected that all except the first item will prove remunerative undertakings. I may mention that one piece of land opened up by the new road to the Peak sold a few days ago for \$80,000, which is exactly the estimated cost of completing the road to Victoria Gap."

I regret, Sir, that I must criticize the remarks because I think they have been made under a misapprehension of my personal position in the matter. I was in favour of a road being carried up to the Peak, as far as Wanchai Gap, because I was under the impression that in connection with it, and as a most important feature of that road and something absolutely necessary for the development of the Mount Cameron district, a tramway should be run up the Wanchai Gap. I have been a consistent opponent of the tram being carried from Wanchai Gap up towards the Peak.

H.E. the Governor: You mean the road.

The Hon. Mr. Pollock: Yes, I mean the road from Wanchai Gap to the Peak. The cost of carrying on a road from Wanchai Gap to the Peak comes to a sum of roughly \$275,000—slightly more—and I may remind you in connection with that, that the estimated cost of a tramway from Queen's Road East to Wanchai Gap was \$150,000 only—in fact from the report of the Director of Public Works for 1920 recently laid on the table, page 47, item 101, we see that a survey and longitudinal section were made and also the necessary working drawings for the track formation, and the 1920 estimate was \$150,000. Therefore, it was not altogether a rough estimate by the Public Works Department. They had the necessary working drawings to go upon. Well, Sir, continuing with my criticisms of Your Excellency's remarks I want further to point out that the extension of the motor roads eastwards from Wanchai Gap to Victoria Gap is not likely to cause any houses to be built which would not be built otherwise, with the exception possibly of a house for the Captain Superintendent of Police on Mount Gough Hill. With regard to your remark that there was a piece of land sold for \$80,000 on the road to the Peak, that piece of land was to the eastward of the Wanchai Gap. It was on the lower part of the road, not on the road to the Peak proper, which I have always objected to.

With regard to the possibility of the further addition to the road between Wanchai Gap to Victoria Gap, which is now contemplated, that is to say from "The Mount" down to Victoria Gap, I would point out that it is impossible to conceive that that will open up any fresh building sites having regard to the fact that that piece of road is in the Pokfulam drainage area, and, therefore, buildings would not be allowed to be erected on that road. I thought I had better make these remarks in order to make my personal position clear upon the question, and so that it may not be imagined that I am in any way departing from my previous position or compelled to depart from it, which is that the road ought not to have gone east of Wanchai Gap. As regards the piece of road at the back of Stewart Terrace and above the Peak Church, I think everybody will agree that the road will have the greatest difficulty in forcing its way through there and that it certainly will not open up any new sites. With these remarks I beg to express my agreement with my Unofficial colleagues.

Hon. Mr. Ho Fook on Education

Hon. Mr. Ho Fook: I desire to endorse the remarks of my Chinese colleague in so far as they relate to the advisability of giving facilities for the development of the New Territories, removing the mortuary and exercising great caution in the banishment of a certain class of British subjects. It will be gratifying to the Chinese community to know that provision has been made in the Estimates for an increase of \$35,000 in subsidies to the elementary vernacular schools. Situated, as the Colony is, within a stone's throw of the mainland, compulsory education seems to me to be one of the question unless it is enforced simultaneously in China; but I would respectfully submit that it is the duty of the Government gradually to increase the vote for education from year to year until there are enough schools for all the children whose parents desire to give them some education.

Hon. Mr. Stephen: The Senior Unofficial Member and my two Unofficial Colleagues have dealt so ably and in such detail with the various items of the Budget that I do not propose to do more than invite your consideration to a few of the wider aspects of the finances of the Colony. Although this is considered generally to be a lightly taxed community, living expenses have increased enormously during the last fifteen years. Men of the Foreign Community moderate means find it difficult to live decently and provide for the education of their families at home, while the labouring classes, although their wages have increased, seem no better off than they formerly were. Various factors account for this: since the war the value of money has decreased all over the world, but I think the principal reason here is the great increase in rents which has affected all classes, and I hope the Government will very seriously consider the remarks which have been made by Mr. Bird. The Government dealt with this question last summer, reluctantly I am sure, as it is as a rule not good policy to interfere with the ordinary law of supply and demand. But I think the root of the trouble should be sought for. It is a matter of common gossip that there is a ring of contractors here in combination which has forced up the cost of building beyond all reason. The price of one service to the community reacts on the price of everything else, and, until housing accommodation is available for all classes at a moderate rate, Hongkong can never regain its old reputation as a cheap port.

Living from Hand to Mouth. It appears to me that the Budget has hitherto been framed with almost sole regard to the amount of money which the P.W.D. can expend. Some months ago you raised the rates and, when in the course of a few weeks you found the P.W.D. were not likely to spend so much as was expected, you lowered them again. If you increase that establishment so that the Public Works in hand can be more expeditiously proceeded with, you will, following the precedent of recent years, have to increase your taxation to keep pace with their activities. I think that principle is entirely wrong; the Government is creating what will be an enormous valuable property in Kowloon and on this island by its various schemes of road-making and reclamation, and it is at the same time living from hand to mouth. No Municipality and no Government I have ever heard of have attempted Extraordinary Public Works to the extent you do here

and try to meet them out of current revenue.

Scientific Town Planning.

Hongkong is now perhaps the most important port, politically and otherwise, in the British Empire. It is the foundation of our foothold and of our influence in the Northern Pacific. It has grown out of all knowledge during the last 30 years, and if anything can be certain, it is that the progress of Hongkong must continue at a much greater rate in the future than in the past. Taking the large view, I think it is high time that the Government took in hand a scheme of scientific town planning. I have no doubt that the excellent but overworked officials of the P.W.D. have planned ahead considerably. Town planning is a special art and they cannot be expected to devote enough time to this even if any of them had the necessary experience. I would suggest, therefore, that a town planning expert should be engaged to draw up a scheme to provide for the expansion of the Colony for the next fifty years. Expenditure on Public Works could be regulated according to this plan, and it could then be decided what would be a fair proportion of the cost that the present generation should bear.

The Colony has no debt to speak of and assets of enormous value potentially, so it is in a fine position and its credit stands very high, and if borrowing were found to be necessary, which it would not be for some years at least, it could secure money on most favourable terms.

Lack of Foresight.

All the great British ports of Asia are suffering from the lack of foresight of past generations. Shanghai is in the same case, and enormously expensive resumptions of land have to be made to provide for increases in traffic. Our predecessors built as if they expected no development to speak of. The Dutch, on the other hand, had wider views; the Stadthouse in Batavia built 200 years ago is still efficient for the purpose for which it was built, and the town of Batavia and the other cities in Java are so planned that no expensive resumptions of land for street widening purposes are ever necessary. One of the first things the Americans did when they occupied the Philippines 20 years ago was to engage the great town planner, Burnham, to lay out Manila City which is growing up on the lines laid down by him, which provided for expansion for centuries to come. I think the time has come for us to follow their example and discontinue this hand-to-mouth policy. It will very likely be found that if we abandon the policy of scrambling to overtake the expenditure of the P.W.D., it may be possible in time to remit a considerable percentage of the present taxation.

Loans Not Impossible.

Hon. Mr. A. O. Lang said: Sir, following the remarks of my Unofficial colleagues regarding the various questions raised in connection with the Finance Bill, I desire in the first place to record my appreciation of what has been achieved by the Public Works Department under very trying circumstances and with a depleted staff. The programme arranged for that Department, as set out in the Estimates now under discussion, is an unusually heavy one, and in my opinion, Sir, there is no reason why the present generation should bear the entire burden of this outlay. In spite of arguments to the contrary, I am by no means convinced that loans in respect of such undertakings are impossible, and I would request the Government to carefully consider that method of finance with a view to its adoption.

A Better Weather Service.

With reference to the Observatory, Sir, the Chamber of Commerce, and the shipping and general communities have a strong feeling that this institution needs expansion, and would welcome some arrangement which would enable the Director to issue more frequent weather reports, particularly in the typhoon season, on the lines of those issued by the Manila and the Sincawei Observatories. The two neighbouring Observatories frequently furnish information regarding typhoons ahead of the Hongkong Observatory, and this even in the case of conditions which more closely affect Hongkong. It is recognized, Sir, that with the institution of the new system of signals, more elaborate daily weather reports have been given, but there have often been occasions when the community would have welcomed weather re-

ports or signals from Kowloon out of the ordinary when typhoon weather has been threatened in the China Seas, and indications thereof have been received from Manila and Sincawei. The time has been reached, Sir, when the Observatory should give more frequent weather reports, and if the present state of affairs is due to deficiencies of plant, or funds with which to increase the service of telegrams, I would urge that such grant be made sufficient to provide for such equipment, etc., as is usually associated with modern Observatories.

Ships Concerned in Smuggling.

I would renew, Sir, the representations to the Government on the matter of penalties to which shipping is liable in the event of smuggling operations taking place on board vessels. It has lately been recognized by the Chinese Maritime Customs that they will not take advantage of the regulations which have permitted them in the past to levy fines on ships involved in smuggling cases. I would urge, as already represented by the Chamber of Commerce, that this Government should adopt a similar attitude, and where it is shown that due measures have been taken by the Master, or his officers, to check attempts at smuggling, special consideration should be given to that circumstance, and fines not levied.

Liquor and Tobacco Duties.

I maintain, Sir, in view of the fact that alcohol is more or less a necessity for Europeans residing in the Tropics, that the tax on foreign liquors is excessive and I would therefore press for an immediate reduction. I am also of the opinion that duty on tobacco, which is a more than ordinary creature comfort in this trying climate, might likewise be reconsidered, and if taxation in substitution thereof is absolutely necessary the stamp duty on agreements for sale of property might easily be increased without unduly punishing the parties concerned in such transactions.

Traffic Improvement.

I should like, Sir, to take this opportunity of congratulating the Captain Superintendent of Police on recent improvements in the control of traffic, which have added considerably to public safety; but further improvement is necessary in training men for that particular work. I would recommend that expert tuition in the regulation of traffic be arranged for at the Police Training School, and that the more efficient members of the Force be retained for duty in the busy centres of the City. I fully realise that the Police alone cannot make a success of traffic control, and I would make an appeal to the general public, both Europeans and Chinese, to co-operate with the authorities in this somewhat difficult task. There is one point on which I would like to lay stress, though it might not be considered to come within the strict definition of traffic work viz., the inadequate provision of Police officials at theatres, cinemas and other places of public entertainment; and I would request, Sir, that this defect be remedied without delay.

Harbour Police Work.

The Harbour Police were the subject of a discussion at a recent meeting of the Committee of the Hongkong General Chamber of Commerce, at which the Captain Superintendent of Police, who kindly attended, outlined a scheme, which, if brought into effect, will result in increased Police supervision and consequent reduction in pilferage from ships and lighters. It is satisfactory to note that provision has been made by the Government for two fast and up-to-date launches to facilitate this harbour work, and I trust the combined efforts of the Police and the shipping and wharf companies will prove successful in eradicating an evil which has become notorious in recent years.

The Fire Brigade.

Improvements in the Fire Brigade are also a source of satisfaction, and with the completion of the new Station, with its up-to-date appliances and additional personnel, the service will be more in keeping with the requirements of a large city. I understand, Sir, that in addition to the equipment already on order in England, the Superintendent, in his report, has recommended the purchase of a further motor pump and a second turntable ladder, and while I am fully aware that appliances of the nature indicated are expensive, it is imperative in a densely populated place like Hongkong that safety should be the first consideration. It would appear that the water

(Continued on Page 22, 4 and 5.)

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THE BUDGET.

(Continued from Page 2.)

pressure in certain districts of Hongkong and Kowloon is totally inadequate, and this is a matter which should receive the immediate consideration of the Government, for without a suitable supply of water an up-to-date Fire Brigade is a mere waste of money. In view of the proposed expenditure on the Fire Brigade, I hardly feel justified in recommending any further increase, but sooner or later the question of adding to the fire fighting equipment must be seriously considered. Negotiations are, I believe, at present proceeding with private concerns owning tanks, fitted with fire pumps etc., whereby same will be available in case of any serious outbreak on the Harbour, and while such an arrangement may be satisfactory as a temporary measure, the acquisition of a modern motor fire boat should not be lost sight of.

Schools and Hospitals.

With regard to the Saiyungun School, Sir, I shall be glad if the Honourable the Director of Public Works will furnish us with definite information as to when a commencement will be made with the new building. I understand a pledge has been given on two different occasions that this work would be put in hand without delay, but so far nothing has been done. It is stated that the School is now so hopelessly overcrowded that immediate action is necessary, and I would therefore urge, Sir, that operations be started as soon as possible.

I understand that it has been customary for some years past for the Government to assist the Alice Memorial Hospital with an annual donation of \$200, but in view of the excellent and ever increasing work carried out by that Institution, I would recommend that not less than \$1,000 per annum be voted in future.

A Satisfactory Budget.

In these times of unexampled commercial difficulties I congratulate the Government on being able to lay so satisfactory a Budget before the Council, covering as it does so many works and so much progressive development for the future good of the Colony. At the same time I cannot refrain from remarking that the degree of taxation is much heavier than in the past; and I venture to repeat the warning already submitted by the Chamber of Commerce, that a balance should be called in the form of increased taxation.

The Director of Public Works.

The Hon. Mr. Perkins said: There have been so many questions put this afternoon that I must ask hon. members to excuse me if I am not able to deal with them as fully and completely as I should like. Reference has been made to the very heavy programme of the P.W.D., and it has been said that we shall not be able to carry it out,—that a good deal will be left over. I think that is likely to prove a very fallacious idea. This year, nearly every work that is shown in the budget is more or less in course of being materialised, and I do not think the hon. and learned member will have to complain next year that we are not asking for enough money. The tramway to Wanchai Gap may be extremely desirable, and it has been pointed out that before the Peak Tramway was opened only very few sites were built upon on the Peak. There are none at Wanchai Gap; neither will the tramway open up sites in addition to sites already open along this road. This scheme may very well stand over for a year or two more. The Police station which has been referred to would hardly come under the head of Public Works. Recurrent This awaits development of the land on one side of the road. To do anything before then would be too expensive. As to the Victoria Hospital Maternity Block, the \$135,000 should not have been in the original estimate. It was intended to cover that year's expenditure. The expenditure this year is \$225,000, of which the maternity block represents \$177,000. It is also proposed to remodel the hospital and staff quarters, which has not yet been commenced.

A Faulty Estimate.

The traffic road from Wanchai Gap to Magazine Gap was put down at \$20,000 and was corrected in this year's Estimates. I do not know why the \$20,000 was inserted. It does not approach the probable cost. There is a thousand feet of retaining wall, with an average height of 15 ft. and a maximum of 35 ft. so that the estimate of \$76,000 which ap-

pears in this year's Estimates is not an unduly high figure. The amount put in the Estimates for Open's Statue what was \$90,000. This is the amount which it is anticipated will be spent this year; it does not include anything for the superstructure. The Government has proceeded with the piling, while the drawings for the superstructure are being prepared. As to the Praya East reclamation scheme, the contractor has ordered Decauville waggons and rails. The requisite length and weight of rails for locomotive wheels and axles are at present being considered by the contractors and it is anticipated that orders for them will be placed this month, whole to be delivered in four months' time. Meanwhile the Decauville waggons will be worked by manual power. The contract time of six years hardly seems too long for the scope of the work, although a great deal of the area will be brought into use before that time. With regard to the diaphanous fog signalling installation at Waglan, only a small amount of building work is being done. The chief expenditure is in plant; therefore no contract has been invited for the building. It is being done under the annual contract for small works and will be ready when the machinery arrives about the end of the year. As to the refuse dump at Cheung Sha Wan, the total amount of \$40,000 has been reduced to \$5,000. This does not mean any alteration, but merely the amount which it is proposed to spend this year.

Those Tennis Courts.

With regard to the houses a Severn Road and the tennis courts, this work was begun in November, 1919. The total expenditure to date is \$138,857, of which the tennis courts cost approximately \$17,800. As to the question, "Why separate tennis courts?" it was considered that houses of this character should have a tennis court; moreover we had to get filling for the road and this undoubtedly had an influence in arriving at a decision. There is a penalty clause of \$30 a week, but it is not proposed to inflict the penalty as the delay in completing is not due to the fault of the contractor but to non-arrival of stores from England. Moreover, it has only been a short delay. One house will probably be completed two months ahead of time, and two houses about a month behind time. The total cost is something under \$600,000, which I think members will agree is very reasonable for the character and quality of the houses erected there and compares very favourably with other work of similar character. It has been said that it is inadvisable to spread money over so many items but, the number of contracts in the last few months' Gazette shows how much work is unavoidable. It is not a case of a stupendous programme which has no chance of being finished in its entirety. Of course, several jobs will continue into another year at least, but a great deal of the work in the programme will be completed.

No Frills to Government Quarters.

As to the necessity of building houses for Government servants, I might mention that a man arrived a couple of days ago and there was no accommodation for him. He is living at the Hongkong Hotel at daily rates. We have been told that the Public Works set up a high standard in regard to accommodation. I do not think the buildings are any better than they should be, and there are no "frills." As to the report on the tramway to Wanchai Gap, this related to levels and formation but did not refer to the equipment. That would be likely to be two or three times the estimate for the rails. With regard to the Lo Long scheme, that has been receiving a great deal of consideration. Mr. Carpenter, the Assistant Director of Public Works, has been to a public meeting of the people interested; but it is a big scheme and will take some time to bring into operation. It provides for bunding in a great deal of land and making it available for cultivation. One of the points that makes difficulty is that all the gentlemen in the district are not quite in accordance with Mr. Lau's scheme, and they do not like it. It is taking a little time to persuade them which scheme to support. There is no question of enforcing the Building Ordinance all over the New Territory; but there are one or two places in which it would be better if it were enforced more than it is. Un Long, one of our biggest towns, is one of those places. A good deal of gambling and speculation goes on in the hope that the Government will have to resume the land; and immediately it becomes known outside the office that a scheme of development is on hand,

land seems suddenly to acquire more value. As to the mortuary at Shek Tong-tai, this was more or less laid down away in the country. Then three or four houses were built near it. It was not a case of a mortuary being put down amongst houses; the houses came to the mortuary. The Government agreed to pay half the cost of removing it if the people wanted would pay the remainder, and I note that one of the people concerned is now building close to the mortuary at Kowloon; and he is sending a proposal asking the Government to remove that mortuary. Park Road, which has been referred to, is certainly narrow, and I think it is a pity that the site to which Mr. Lau referred was sold some years ago; but there are not many motor cars using the road. As to land sales by private treaty, I am afraid that the suggestion by Mr. Bird would give an opening to a good deal of collusion. The suggestion as to Kowloon cemetery is receiving consideration, and sketches for dealing with it are being prepared. A water pipe across the harbour is a thing that may possibly have to come in the future. The matter of scaffolding workers seems to be a real grievance at the present time. The prices being paid and the wages they are demanding certainly seem to me excessive.

Kowloon Tong Scheme.

With regard to the Hon. Mr. Stephen's remark about town planning, I would like to point out that the Government have not gone on in the hand to mouth way that the hon. member suggested. There has been very complete town planning for Kowloon for many years, and I myself laid out a system of monuments indicating streets—some of them at that time in the sea—on the lines of the work I did at Brooklyn, in the United States, on a town planning scheme there. When you build a town like Victoria on the sheer side of a precipice, I do not think English town planners would do very much better than we have done. As to resumption, the number that we deal with for street widening is insignificant. The Kowloon Tong development scheme is a case in which land is privately owned by small persons and has to be resumed in order to be parcelled out again under a town planning scheme. These are the resumptions which are bought up by speculators as soon as it is known the Government is coming in. As to water pressure, as soon as the removal of the hill has been completed a big main will be brought down from the Reservoir into Kowloon, and this will increase the pressure throughout the whole district. As to the Saiyungun School, I am hoping that an exchange of land will be arrived at within the next month.

The Hon. Colonial Treasurer made a brief statement regarding the contribution of \$200,000 to the University and the question of raising loans.

The Form of the Estimates.

The Hon. Colonial Secretary: At the opening of his speech the hon. and learned member representing the Justices of the Peace referred to the form of the estimates, especially as regards the abstract on pages 5 to 12, and asked that an extra column should be put in showing the revised estimate for the current year.

His Excellency the Governor: Page 5 contains information which the hon. member desires. The only question is whether it is worth while extending the system to pages 8 to 12. I am rather doubtful whether it will be so.

The Hon. Colonial Secretary: The second suggestion was the column showing the estimated cost of Public Works Extraordinary. It is sometimes possible to put in the estimate I cost of works and sometimes it is not so; and to put in an estimate which is quite inaccurate would probably be more misleading than having no estimate at all. The matter will be considered and it may be possible to put in a number of items.

Wanchai Tramway.

Coming to the hon. members' remarks on the Wanchai tramway project and on the continuation of the road from Wanchai Gap to Victoria Gap, I would like to say in the first place that I suggested the making of the tramway to Wanchai Gap and had had it in mind for years before making the suggestion; and I realised then that it probably would not pay. It might prove an expense, but it will certainly yield no return on capital expenditure for a number of years. It would, however, be so useful in developing the district by carrying building material up to the sur-

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rounding area, and would also be of use to a large number of passengers who would use it for getting to such a central point as Wanchai Gap and by visitors to the Colony, that I now think we should get quite a good return from the beginning; and as development proceeded we should get some return on capital and be able to regulate the fares in the public interest. I realise that no private Company could be expected to embark upon such a venture which would probably cost about four lakhs; and that therefore it should be done by the Government. I therefore put the project forward and it has got to the length that routes have been surveyed and certain plans for its construction having been prepared. Although at the Finance Committee it was omitted from the Estimates for next year, it may be possible to

continue the plans and to provide some estimate of the total cost.

The Peak Road.

With regard to the Peak Road, I can say that I personally had nothing to do with it. It was a project that never appealed to me, and I was with the hon. member in thinking it was wholly unnecessary. But I have become entirely converted, and I consider the road to the Peak and as far as Victoria Gap, and possibly in the future much further than that, is an absolute necessity. I will refer to an answer given to the hon. member by the Colonial Secretary on April 14. The hon. member asked whether the Government would take a vote of residents as to whether the road was required and he also wanted to know what was the estimated cost of making the road when such

(Continued on Page 4.)

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Notice is hereby given that an Extraordinary General Meeting will be held at the Club House, North Point, on Saturday November 19th at 5.30 p.m. to confirm the resolutions passed at the last Extraordinary General Meeting. The meeting will take place at about 5.30 p.m. or immediately after conclusion of the day's racing.

A. G. LANPLUGH.
Hon. Secretary.

THE STEAM LAUNDRY CO., LTD.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of the Steam Laundry Company Limited will be held at the Registered Office of the Company, Alexandra Building, Victoria, Hongkong, on Wednesday the 30th day of November 1921 immediately after the previous Extraordinary General Meeting of this Company convened for the same date when the subjoined resolution will be submitted for the purpose of considering and if thought fit passing as an Ordinary Resolution, the following, namely:—

"That in the event of any of the 8,000 shares of the Hongkong Hotel Company Limited of the nominal value of \$10 each credited as fully paid the subject matter of the Special Resolution of this Company passed on the 14th day of November 1921 and confirmed this day being unaltered by reason of any of the shareholders of this Company holding such a number of shares as would entitle such shareholder to a fraction of a share of the Hongkong Hotel Company Limited only had fractional certificates been provided for then and in that event such unaltered shares of the Hongkong Hotel Company Limited shall be sold by the Liquidator of this Company and the net proceeds shall be divided amongst those members of this Company who would have been entitled to such fractions in due proportion."

By Order of the Board.
C. BERNARD BROWN,
Secretary.

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THE STEAM LAUNDRY COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of the Steam Laundry Company Limited will be held at the Registered Office of the Company, Alexandra Building, Victoria, Hongkong, on Wednesday, the Thirtieth day of November 1921, at noon, when the subjoined Resolutions which were passed at the Extraordinary General Meeting of the Company held on the Fourteenth day of November 1921, will be submitted for confirmation as Special Resolutions:—

(1) That it is expedient to effect an amalgamation of this Company with the Hongkong Hotel Company Limited and with a view thereto this Company be wound up voluntarily and that Charles Bernard Brown of Messrs. Linstead and Davis be and he is hereby appointed Liquidator for the purpose of such winding up.

(2) That the conditional Agreement submitted to the meeting for the amalgamation of this Company with the Hongkong Hotel Company Limited upon the terms (inter alia) of the acquisition by the Hongkong Hotel Company Limited of the complete undertaking, business, goodwill, and property of this Company in return for the issue to this Company of 8,000 (Eight thousand) shares of the Hongkong Hotel Company Limited of the nominal value of \$10 each credited as fully paid up and the payment of \$10,000 by the Hongkong Hotel Company Limited to Messrs. Linstead and Davis, the General Managers of this Company by way of bonus and compensation for loss of office as General Managers of this Company by reason of the transfer of the business, property and undertaking of the Company to the Hongkong Hotel Company Limited and in consideration of the payment to Edward John Chapman, the Managing Director of this Company of \$1,000 to William Samuel Brown a Director of this Company of \$1,000 and to Charles Bernard Brown, the Secretary of this Company of \$1,000 by way of bonus and compensation for their loss of office as Managing Director, Director and Secretary respectively by reason of the aforesaid amalgamation be and the same is hereby approved and the Liquidator be and he is hereby authorised pursuant to Section 185 of the Companies Ordinance 1911 to adopt the said Agreement and carry the same into effect with such (if any) modifications either before or after the execution thereof as the said Liquidator may think expedient.

(3) The aforesaid 8,000 shares of the Hongkong Hotel Company Limited shall in pursuance of clause 7 of the aforesaid Agreement be allotted to shareholders on the register of shareholders of the Steam Laundry Company Limited on the Thirtieth day of November 1921. The Transfer Books of the Company will be closed from the 30th day of November 1921, to the 6th day of December 1921, both days inclusive. Dated the 15th day of Nov., 1921.

By Order of the Board.
C. BERNARD BROWN,
Secretary.

NOTICE.

MRS. ECCLES, who studied in Paris, Berlin and Milan, is prepared to give a limited number of lessons in singing and Training for opera or concert in English, French, German. Particulars and terms.—Apply, Peak Hotel.

TO-NIGHT!
THEATRE ROYAL.
GRAND GUIGNOL
3 SHORT COMEDIES & A THRILL

FOR SALE or TO LET.

THE RESIDENCE "KEN'L'S."

At Mount Kellie, Peak. Area 12,956 Square Feet. Possession 1st January 1922.—Apply Box No. 623 c/o "Hongkong Telegraph."

FOR HAIPHONG AND HOIHOW.

Sails for Haiphong and Hoihow every alternate Tuesday.
The favourite passenger steamer
RAI-MUN.
(Capt. Charles E. Page).
The "RAI-MUN" will leave Hongkong for Haiphong via Hoihow at Noon, 1st Nov., 1921. Apply Thos. Cook and Son or Pei King Tai, 114, Wing Lok Street.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on
Monday, Tuesday and Wednesday the 14th, 15th and 16th, November 1921,
commencing each day at 11 a.m. (with a fifteen minute interval from 12.30 to 2.30 p.m.)

at the Alexandra Buildings, Des Voeux Road, Central, the premises of Messrs. Komor & Komor.
(the oldest curio store in Hongkong)

Their Entire Stock of Japanese and Chinese Art Goods—Ancient and Modern

consisting of:—
Ivoryware, Silverware, Bronzes, Lacquerware, Cloisonnes, Porcelains, Woodcarvings, Embroideries and Furniture, etc., etc.
A unique opportunity for collectors.

Intending purchasers will please note that all the lots will be on view on Thursday, Friday and Saturday the 10th, 11th, and 12th, November 1921, after which latter date many of the large pieces will be removed until such time as they are actually put up for sale. This is to enable the auctioneers to reserve the entire floor space of the store for the seating accommodation of intending purchasers.

Terms: Cash on delivery.
LAMMERT BROS.
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Thursday, the 17th Nov., 1921
commencing at 11 a.m.
at their Sales Rooms, Duddell Street

3 cases Black Calf
4 bales Brown Calf
2 bales Sole Leather
3 cases Cotton Thread 160s
100 dozen Caps
50 dozen Felt Hats
2 cases Needles
1 case Envelopes
115 dozen Gothic Handles and Roscs
70 dozen Lifting Handles
50 dozen Escutcheons
5 dozen Shovels

Terms: Cash on delivery.
LAMMERT BROS.
Auctioneers.

IN THE MATTER OF THE HONGKONG MERCANTILE CO., LTD. IN VOLUNTARY LIQUIDATION.

NOTICE TO CREDITORS OF MEETING.

In pursuance of Section 187(2) of the Companies Ordinance 1911-1915, notice is hereby given that a meeting of creditors in the above matter will be held at 7 Queen's Road Central, Hongkong on Monday the Twelfth day of December, 1921, at twelve o'clock noon, at which the Liquidator will lay before the meeting an account of his acts and dealings and of the conduct of the winding up during the preceding year.

M. FERNANDEZ,
Liquidator.
Hongkong, 12th Nov., 1921.

(Other Advertisements Continued on Page 7.)

THE BUDGET.

(Continued from Page 3.)

estimate was obtained. The answer given was that "the Government is not prepared to take such a referendum as is suggested, because the construction of the road has been approved by the Legislative Council. The road will be of the greatest value not only as a means of access to all parts of the Peak eventually by motor vehicles, but also it will reduce the cost of materials to at least one-half the present price." I would ask the hon. member to note that "it may also have the desirable results of lessening considerably the employment of women and children in carrying burdens to the Hill district." I would ask the hon. member to note that also. The new alignment of the road will make it possible to construct branch roads connecting other portions of the Hill district with the lower levels." It was further stated that the Public Works Committee of the Council, at a meeting held on October 3, 1920, unanimously recommended the construction of this road at an estimated cost of \$8,250. At a further meeting of the Committee, held on January 13, 1921, a change in the route was recommended at a revised estimate of \$113,000. Since then the unofficial members of the Council have considered most carefully the continuation of the road to Victoria Gap and have approved that being done. I consider it essential that we should have this road, not only for the reasons already given in that answer, but for other reasons. There is the question of access to the Peak during hours the Peak Tram is not running, urgent cases in which doctors are required and the tremendous help it would be in removing baggage up and down the Peak at a very much lower rate than at the present time. I consider that in view of the report on child labour recently presented, the removal of building material to the Peak at a very low rate and getting rid of the child labour used for its transportation is one of the chief reasons why this road is going to be of great public benefit. Every day shows it is going to be a far more valuable asset to the Colony than it was ever thought or suggested it would be.

Cheung Chan's Needs.

The hon. member referred to the vote of \$500 for District Officer South and suggested it should be increased to \$5,000 for expenditure on the island of Cheung Chan. The \$500 is of similar character to the vote of the District Officer North in helping to carry out effect small public works. It is a vote of a very special kind and is dealt out in quite small amounts. It is of great help to them when small work has to be carried through with their own labour and not under supervision. As regards Cheung Chan, I appreciate very much what has been done by the few foreign residents there in the making of paths and improving that portion of the island in which they live, and if it should appear necessary to use public funds to supplement their efforts, that can be considered and a special vote taken for the amount required.

The next question the hon. member referred to was the running of the ferries to Shamsuipo and Lam-mai, and he wanted to know whether the Government was getting enough from those ferries. Shamsuipo ferry is a very considerable one, but before the period of the present lease expires, which will be fourteen months hence, the whole question will have to be very carefully considered. When the ferry was started quite a short lease was granted in order that the Government might have a free hand when the experiment had shown what was necessary in the future.

King's Park Building Sites.
The hon. member mentioned the opening of King's Park building sites. It was proposed to build about 40 houses, but the project had to be dropped owing to the larger question of the transfer of

military establishments, and the uncertainty as to what areas would be required. As regards the large sum spent on providing quarters for Government officials I cannot quite follow the hon. member, either in his statement or in his request to the Government at the end of it. The

houses that are being built are expensive. They are being very well built, because it has undoubtedly been proved that to build houses of good material which will require only a very small outlay annually in repairs is a far better policy than to put up houses which will always be a heavy expense. Some of the houses we have put up may be considered rather too large, and in some cases I think that is so; but I consider it not a bad thing to err a little on the side of being too large. Besides, they are built in a situation and in such a manner as to ensure the health of public officers, and that possibly will make it unnecessary for officers to take leave as frequently as they have owing to reasons of health. As regards the Government building quarters not already projected, I can give no guarantee because there are a good many officers who have no quarters at the present time. The policy of building quarters was started on the suggestion of the Secretary of State for the Colonies, and we embarked upon it; and with the housing difficulty arising since I do not think there is any question, if sites are available, that we shall go on building quarters for public officers until we have housed the whole service. I do not follow the hon. member's argument at all.

The Hon. Mr. Pollock: May I have an opportunity of answering that?

H.E. the Governor: No, you are out of order.

The Hon. Colonial Secretary: In regard to buildings in the New Territories referred to by the hon. member, very simple regulations have been drawn up. The last thing we desire to do is to harass the people there; but if a man builds a house more than two storeys high we have some duty to those who live in the house to see that it does not fall down upon them.

Pipe Across the Harbour.

One point which Hon. Mr. Bird referred to related to the water supply and the necessity of bringing a pipe across the harbour. The time may come when that may arise. I hope the hon. member will not suggest that the use of the river mains in the Western district is due to any shortage of water supply, but I have an abundant water supply, but it so happens that the means of getting water to that particular district when it was wanted were lacking. The question of bringing water from the mainland may have to be considered in a few years, as His Excellency stated in his speech on the estimates.

The removal of the Dairy Farm is, I think, not a practical possibility. There are many reasons why it is inadvisable to remove the Dairy Farm from the island where there is such a vast population, and where it has been carried on so satisfactorily. We may, however, get considerable areas at Pokfulam for building without injuring the work of the Dairy Farm in any way.

International Recreation Club.

The question of removing the site of Kowloon cemetery will be required into. The hon. member representing the Chamber of Commerce referred to the possible increase of the Government grant to the Alice Memorial and Affiliated Hospitals. That will be considered. It will probably be better if the hospital makes an application supported by figures. The question of an international recreation club at Little Hongkong is being dealt with very fully by the Government. The promoters of the enterprise have got all the information before them and it is now for them to say whether they will go on with it or not. I think it will be an excellent plan, but it will require considerable expenditure which I do not think was contemplated when they formulated the scheme.

NOTICE.

The **OCEAN** Accident & Guarantee Corporation, Ltd., of London, England, beg to announce that they have appointed

Messrs. DODWELL & Co., Ltd., 2, Queen's Buildings, as Principal Agents to the Corporation in Hongkong.

The OCEAN Corporation is prepared to entertain proposals for MOTOR CAR (Private & Commercial), MOTOR CYCLE, PERSONAL ACCIDENT, PERSONAL ACCIDENT & SICKNESS, FIDELITY GUARANTEES, EMPLOYEES BENEFIT, BURGLARY, LIFT, GENERAL THIRD PARTY, FLIGHT RISKS, etc.

The OCEAN Assets exceed £ 7,400,000
Claims Paid exceed £25,000,000

Eastern Head Office—Chartered Bank Chambers, SINGAPORE
Manager:—ALBERT C. HALL.

ST. ANDREW'S BALL

YOU can Practise

in Your OWN Home

THE EIGHTSOME REEL

AND

THE FOURSOME REEL

WITH THE

Columbia Record

No. 270

ON SALE AT

ANDERSON'S

Danger of Kowloon Rifle Range.

Colonel Davy: The Hon. Mr. Bird has drawn attention to the danger of using the Kowloon Rifle Range and has given instances of certain narrow escapes. It may, perhaps, be a relief to those concerned in the neighbourhood to learn that two days ago the General Officer Commanding gave orders that as far as the regular troops in his Command were concerned no firing should take place on the range. Of course, if the Colonial Volunteer troops continue to use the range, it will be on their own responsibility. As regards Mr. Bird's suggestion, that it might be possible to divert the range to eliminate this element of danger, the problem has not really been considered from that point of view, but I know the locality pretty well and I think I am right in saying that that suggestion is impracticable. The fact is that a rifle range in King's Park now is tantamount to a rifle range in Regent's Park, London. It is quite out of place. The fact that no actual fatalities have occurred is due to the fact that until quite recently the area behind the butts has been sparsely inhabited; but the recent developments in that area have created a situation which was not contemplated before.

The Governor's Speech.

His Excellency the Governor: After the full discussion which has taken place, it may perhaps be unnecessary for me to deal very fully with any of the questions; but there are one or two points upon which I should like to make a few remarks. With regard to the statement read by the Hon. Mr. Pollock for himself and his colleagues, re inserting an additional column headed "Estimated expenditure to complete work" it seems to me that the page would be somewhat overloaded if we added to the wishes expressed. I think, on reflection, the hon. member will agree it is not necessary. The page already contains a column for revised estimates, and also a column for the total estimated expenditure to the 31st December,

1921; and a column for the estimated expenditure for 1922. A very short exercise in the two primary rules of arithmetic will enable hon. members to discover whether these two sums in the last column are greater or less than, or equal to, the sums in the column of revised estimates.

Hon. Mr. Pollock: That is so where the revised estimates are given. His Excellency the Governor: It is perfectly true, as the hon. member has rightly observed, forestalling me, that in page 81 the revised estimate is blank throughout. That can be accounted for in one of two ways. Either the revised estimate is the same as the original estimate, in which case it is unnecessary, or it is impossible to give accurate figures. In that case it will be equally impossible to give a satisfactory figure in the additional column requested. I think, therefore, that in order not to overload the page it will be better to leave the matter as it is.

The University.

The next paragraph deals with the question of the University. The Hon. Colonial Treasurer has dealt with the \$600,000, but I should like to refer to the matter again and to express my hearty support of the sentiment that no further additional financial assistance from the revenue of the Colony will be required by the University. I confess that I fear that during the next few years we shall be asked to expend further sums for the University; but at the present time I should be reluctant to recommend a further large expenditure from the public funds until the community have shown more generosity than they have so far. The University is for the benefit of the community as a whole, and is a proper object for generosity on the part of wealthy men. I acknowledge with gratitude some considerable donations from members of the community, but I think the sums that we have received are not a fair proportion of what we have a right to expect. (Continued on Page 5.)

OBTAINABLE IN KOWLOON

from

EMPRESS STORE.

Just arrived a new Shipment of the famous

VAN VOLLINGHOVEN'S PILSENER BEER

Royal Brewery Holland

SOLE IMPORTERS:

HOLLAND PACIFIC TRADING CO., LTD.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND
PASSENGER SERVICE.

LONDON SERVICE

(Direct)

MENTOR	15th Nov.	London, Amsterdam & Antwerp
MACHAON	22nd Nov.	London, Rotterdam & Hamburg
LAOMEDON	6th Dec.	London, Rotterdam & Hamburg
TEIRESIAS	13th Dec.	London, Amsterdam & Antwerp
BELLEROPHON	20th Dec.	London, Rotterdam & Hamburg

LIVERPOOL SERVICE

(Direct or via Continental Ports)

PELEUS	15th Nov.	Marseilles, Havre & Liverpool
ORESTES	6th Dec.	Liverpool
DEUCALION	14th Dec.	Marseilles, Havre & Liverpool

PACIFIC SERVICE

(via Kobe and Yokohama)

INION	22nd Nov.	Victoria, Seattle & Vancouver
TALHYBIUS	13th Dec.	for Shanghai
TYNDAREUS	3rd Jan.	

NEW YORK SERVICE

(via Suez or Panama)

TYDEUS	15th November.	via Suez
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PASSENGER SERVICE

MENTOR	15th Nov.	for Singapore & London
TEIRESIAS	23rd Nov.	for Shanghai
TEIRESIAS	13th Dec.	for Singapore & London

For Freight and Passenger Rates and all Information Apply to:—

BUTTERFIELD & SWIRE

AGENTS.

THE EAST ASIATIC CO., LTD.
COPENHAGEN.

The M.S. "MALAYA"

will be loading for Hamburg, Copenhagen and other Scandinavian Ports about 16th to 18th November.

Expected on or about. Will leave for above ports on or about.

Further Sailings:—		
S. S. "RHODES"	15th December.	
M. S. "JANA"	26th November	15 January.
S. S. "ARABIAN"	7th December	15 "
M. S. "ANNAM"	26th "	30 "
M. S. "ASI"	1st January	1st February.
M. S. "FAIK"	15th "	24 "

For further particulars please apply to:—

MANNERS & BACKHOUSE, LTD.

Agents.

Hongkong, 15th November, 1921.

THE NORWEGIAN AFROA AND
AUSTRALIA LINE

S. S. "BESSA"

will be loading on berth about the end of November taking cargo on through Bills of Lading for Canadian Ports at Conference Rates.

For space and particulars please apply to:

THE ROSEN & CO.

Agents.

GERMAN GOODS AND THE MARK.

Contrary to the theory that the import of German goods has become profitable to Japan owing to the slump in the mark, no such signs appear. Information reaching Osaka explains, according to the *Mainichi*, that imports not only through the London market, but also direct from Germany, are settled in foreign currency, influential German traders and manufacturers possibly not converting into German currency the funds necessary for the export of their manufactures

or for the import of raw materials, but depositing them with foreign banks, especially with English banks, and that the import price does not, consequently, slump together with the mark, favourable as exchange has apparently become to imports from that country. The message thinks that no notable fall in the price of German goods can be expected, unless the market drops further, or German accounts conditions sustain a change through the present slump in the mark being maintained.

CONSIGNEES.

NOTICE TO CONSIGNEES.

OSAKA SHOSHEN KAISHA.

From YOKOHAMA via KOBE & NAGASAKI.
The Company's Steamship "MEXICO MARU"

having arrived from the above ports, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 18th Nov., 1921 will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees' representatives and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Wednesday and Saturday. All Claims must be presented within Ten days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

OSAKA SHOSHEN KAISHA.

Y. YASUDA.

Manager.

Hongkong, 12th November, 1921.

NOTICE TO CONSIGNEES.

THE ROBERT DOLLAR CO.

The Steamship

"HAROLD DOLLAR"

having arrived from New York via Vancouver, B.C. and ports, on November 9th, consignees are hereby notified that their cargo is being landed at their risk in the Godowns at Kowloon Wharf and Godown Co. Ltd. and stored at consignees' risk.

All broken, chafed and damaged cargo is to be left in the Godowns until Monday, November 14th, at 2.30 p.m. when they will be examined by Messrs. Carmichael & Clarke at 2.30 p.m.

Claims will not be accepted unless cargo is examined by said Surveyors, prior to the above date. All claims must be presented within a month of the steamer's arrival here, after which they will not be recognized. No claims will be admitted after the goods have left the Godowns.

All goods remaining after Wednesday, Nov., 16th, 1921, will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their bills of lading for countersignature.

THE ROBERT DOLLAR CO.

Agents.

Hongkong, 9th November, 1921.

OPPOSITION TO JAPANESE LOAN.

The Kiangsi residents in Peking upon hearing that Tsuchin Chen Kuang-yuan and Governor Yang Ching-chun have secretly negotiated another Japanese loan amounting to two million dollars with the Formosa Bank on the security of the surcharges on Salt Cabelle, and land tax and the local bonds, have urgently wired to Chen and Yang admonishing them to cancel it and have directly communicated with the Japanese Consul asking for its abolition.—Chen Pao.

CONSIGNEES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

From NEW YORK.

Consignees per Company's Steamer

"KNIGHT COMPANION"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 14th Nov.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesday and Friday between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 19th November, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 3rd Dec., or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE.

Agents.

Hongkong, 14th Nov., 1921.

SAVARESS'S
SANTAL
CAPSULES

PHYSICIAN RECOMMENDS THEM
OF ALL CAPSULES

THE BUDGET.

(Continued from Page 1)

Kowloon-Hankow Linking.

The question of linking up the Kowloon-Hankow Railway has again been raised. I fear the position is exactly what it has been during the last few years. Until the disturbances in this district of China have been ended, and until there is some prospect of getting a Government both able and willing to decide things for the good of China as a whole, I fear the matter will probably remain in abeyance. I need hardly say that this Government attaches the greatest importance to the linking up of the two lines; but I feel that at the present moment the prospects of its happening in the near future are small.

With regard to the Imperial wireless chain, hon. members were consulted in the matter some months ago in respect of certain financial proposals. We were asked, if I am not mistaken, whether we were prepared to guarantee any part of the expenditure; and after consulting the Council we replied. We have not heard anything about it since.

The Mushroom Exchanges.

The last paragraph of the joint remarks of the hon. members raises a matter of very considerable difficulty, and that is the question of produce exchanges, which has occupied the mind of the Government already. It is, I think, impossible to exaggerate the evil which is likely to result from the

reckless establishment of exchanges which are merely used for gambling and manipulating markets, and not for purposes of honest trade. Certain exchanges have been opened already in this Colony. I do not for a moment suggest that the remarks I have made necessarily apply to these; but it will be the duty of this Government to look very closely into the operations of any exchange which either is started or is proposed to be started, and if I see reason to suppose that they are not being used for legitimate trade purposes but simply to encourage reckless gambling, such as you have seen in Shanghai, I shall have no hesitation in asking the Council to give me any power necessary to shut them down without regard to loss of capital that the promoters may sustain.

The hon. member went on to make a few remarks of his own. The transfer of the military establishments, as the hon. member is well aware, is a matter engaging our attention very fully. He then quoted a remark of mine with regard to the sale of land on the road to Wanchai Gap. I said: "I may mention that one piece of land opened by the new road to the Peak sold a few days ago for \$80,000, which is exactly the estimated cost of completing the road to Victoria Gap."

Governor Finds a Champion.

I think the hon. member rather misunderstood my meaning. The concluding words were used as an illustration rather than as an argument. I was not thinking that the land in question was on the Victoria Gap side of the road, but was looking at the road as a whole, and I thought it was a curious and interesting coincidence that the amount obtained by the sale of land on that section of the road was equivalent to the estimated cost of building it. I did not intend to mislead the hon. member. He knows my own views on the road, and I am interested at last to find somebody who champions it. I am still waiting to find somebody who will claim to have started the idea. (Laughter.)

With regard to the quarters for Government servants, I am sure the hon. member did not wish the remark to be taken that Government servants in the Colony were overpaid either in actual cash or in provision of houses. If he thought so I can assure him he is wrong. The community in this Colony is fortunate in obtaining the officers

it has for the salaries it pays them. The question of building houses is one to which I personally attach great importance, for two reasons. The one was hinted at by the Colonial Secretary; and that was that if you want an officer to preserve his health it is desirable he should have a healthy house to live in. The salary, which are paid to officers in this Colony do not enable them to pay the rent charged for houses on the Peak, and if we charged a rent for the houses which we are building commensurate with a reasonable return, the same situation would arise. A commercial rent on any of the houses built would, in my opinion, be more than any officer could afford; and I think, therefore, that the principle of making the officer pay a reasonable amount for his accommodation—a system which is employed in most other colonies where Government houses are being built—is sound. If we do not, the only result would be you would have to raise officers' salaries in order to enable them to pay an adequate return on capital; and I would point out that that would be objectionable even if the whole rent came back to the Government.

The Deportation Ordinance.

Another point was raised which has not been dealt with, and that was the question of the recent amendment to the Deportation Ordinance. I understand there is a feeling among a section of the Chinese community that it was aimed at them. Of course, the first answer is that a man who is not a criminal has nothing to fear, and that if he is in doubt that the action he is committing or contemplates committing will render him liable to deportation, his wisest course obviously is to refrain from committing it. At the same time, I may say it is not intended really to deal primarily with Chinese. The world is in a disturbed state at the moment, and it is absolutely necessary that we should have the power to get rid of the presence in this Colony of Bolsheviks and revolutionaries of various kinds, whatever their nationality may be. I need hardly say that the question of punishing a man whose only home is here will not be approached without the greatest hesitation. The Ordinance will certainly be used with the greatest care.

Town Planning.

The Hon. Mr. Stephen raised the question of town planning to which the Director of the Public Works has already replied. I must say I should hesitate gravely to

employ the services of a town planning expert who has probably been only used to planning down on the flat. In such a place as Hongkong he would have to reside here for some years at considerable expense before his advice would be of any use. If the idea is to lay out plans in advance, the phenomena already referred to by the Director of Public Works, and the marvellous increase in the value of land along contemplated roads, would make any system of development in the future prohibitive in cost.

The Old Question of Loans.

Reference was made to the old question of loans. I do not consider that the majority of these public works could properly be dealt with by loans. They are not recurrent, although they are more or less of a recurrent character. There are some of them I would have no hesitation to meet by means of loans if it were necessary; but while we have balances I submit it is not sound finance to raise money in the market where everybody is bidding for money; and we shall do better to see how far the balances will carry us before we resort to loans. Of course the question of harbour development will come on shortly, and that will cost a sum beyond any balances we may have. I think those are all the remarks I have to make. I have to express my thanks for the kind and exhaustive criticisms you have made.

The Bill passed the second reading and later, after a few amendments had been made at the instance of the Hon. Colonial Secretary, all stages.

WHAT YOUR EYES TELL.

If your distant vision is clear, if you can read continuously without pain or discomfort, if your eyes never burn, ache, water or feel irritated and you have few or no headaches, omit any immediate concern about your eyes. If on the contrary, any of the above symptoms annoy you, at least have your eyes examined. Glasses may give you unexpected comfort on required occasions. The Refracting Chamber of the Hongkong Optical Co., Successors to Clark & Co., Refracting and Manufacturing Opticians, located in 53, Queen's Road Central, is at your service, and you can rest assured that glasses will not be recommended unless needed.

SHIPBUILDERS.

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MECHANICAL AND

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ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED

—DRY DOCK—
LENGTH 787 FEET.
LENGTH ON BLOCKS 750 FEET
DEPTH ON CENTRE OF
SILL (H.W.Q.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—
CAPABLE OF HANDLING SHIPS UP
TO 3000 TONS DISPLACEMENT.

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All communications intended for publication should be addressed to the Editor.
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Acknowledgment.

MRS. WILKIE and family, desire to return thanks for the numerous expressions of sympathy offered and for the many floral tributes received in their recent sad bereavement.

The Hongkong Telegraph

HONGKONG, TUESDAY, NOVEMBER 15, 1921.

THE BUILDING PROBLEM.

We are not going to talk about yesterday's Budget discussion because we think our readers and the public of Hongkong generally have had enough of that subject for a little while—that is, if they have read the speeches. But there is something of very general public interest in the report by the Committee appointed by H.E. the Governor for the purpose of considering what measures can best be taken to facilitate the prompt acquisition by applicants of sites which they require and the prompt passing of building plans. It has been a general complaint for a long while past that when application has been made for any particular site an inordinately long time has been taken in holding a sale and that when building plans have been submitted to the Public Works Department a further series of delays have had to be endured. It was on the suggestion of the Hon. Mr. H. E. Pollock, K.C., that such a Committee was appointed. This is another debt the public of this Colony owe to Mr. Pollock's indefatigable efforts.

In brief, the report emphasises the inadequacy of the Public Works Department staff. On the matter of the prompt acquisition of sites the recommendations ask for one additional European Survey Officer, six additional Chinese surveyors, two more Chinese draughtsmen and a European Clerk. There is also, according to the Committee, a lack of office accommodation and of facilities for filing records on the ground of which it is recommended that the building of additional quarters for the staff be commenced at the earliest possible date. Regarding the passing of plans there is also a shortage of staff and insufficient accommodation, recommendations being duly made to remedy this state of affairs. It appears that those who have been sending in plans have not wholly complied with the regulations and that a considerable amount of work has to be done which might well be handed over to the Sanitary Department. The creation of a permanent Committee to check the decisions of the Building Authority is also recommended. Taking it on the whole, the report reflects the close attention of the Committee, but one cannot help thinking that the time has come when our Public Works Department should be housed in a special building adequate to its needs. It is obviously cramped at present and it has been more a victim than a sinner regarding the annoying delays the Committee was appointed to enquire into.

In his speech on the Budget, the Hon. Mr. Bird referred at considerable length to the housing problem and to the increased cost of building, making several very thoughtful suggestions to the Government on these vital matters. Our Government surely cannot complain of the quantity and quality of the advice it has now received and it is for the public to realise that the rapid development of this Colony cannot be achieved without the spending of the necessary money. There is something of a land and building boom in progress and we all need to take that large view referred to by His Excellency the Governor in his original budget speech. Certain it is that if we give prompt facilities now the Colony will all the more be a credit to those who own and govern it.

NOTES & COMMENTS.

A Resignation.

Various circumstances have occasioned changes in the composition of the Legislative Council during recent months. It transpires that one of the Chinese members, the Hon. Mr. Ho Fook, notified his decision to retire, but agreed to defer his resignation so as to participate in yesterday's meeting. It is more than thirty years since the retiring member interested himself in public affairs, and he has been a member of Council for over four years. Mr. Ho Fook's resignation occasioned some surprise, as the Hon. Mr. Lau Chu-pak supposed that his colleague would continue until the expiration of his term of office; but the junior of the Chinese members finds that private calls upon his time do not allow of his remaining on the Council. Graciously, Mr. Ho Fook's resignation was accepted by the Governor and by the senior Unofficial Member as well as by the other Chinese Member. The retiring member signalled his lively interest in the affairs of the Colony by a vaudeville speech in which, while declaring that compulsory education appeared to be impracticable at present, he pleaded for an extension of vernacular education so that there might be enough schools for all children whose parents desired their offspring to attend, an attitude which will meet with general sympathy. It may be noted that the retiring member acknowledged the readiness of the Government to give ear to questions affecting the Chinese community when approached tactfully by their representatives on the Council.

The "Ayes" Have It.

Discussion has been rife in the Country, as recorded in the latest papers to hand, as to the pros and cons of summer-time, which ended just as the mail left. Incidentally there was something inconsistent this year in the date of the ending, for England enjoyed such a blaze of sunshine as no October on record had ever yielded, the temperature exceeding the highest registered at the height of the summer last year. But you cannot legislate for such phenomena, and official summer-time came to a close amid considerable Press discussion as to its merits. Broadly, the cities favour it, while agricultural districts are against it. In the towns, however, there are opponents. Apparently the worst of the objections raised by the town-dwellers is that you get children lose sleep, being kept up till dark as before and having to rise an hour earlier. This would seem to be simply a matter for the parents. In regard to very young children, the hour of darkness at midsummer by ordinary times is too late. On the whole the assumed interference with natural laws about which much was heard when the late Mr. Willett put forward his proposal has not been found very inconvenient under the conditions prevailing in England, where there appears to be a decided majority for the system.

Old Father Thames.

The news that Harland and Wolff contemplate an even larger enterprise on Thames-side than was at first announced revives memories of the river's former glory as a shipbuilding quarter before a combination of circumstances transferred pre-eminence to the North. Except H.M.S. Foundry, launched just a decade ago, construction on Old Father Thames has been limited during the past half century to barges and other small craft. Time was when some of the finest tonnage sailing under the Red Ensign was turned out from London yards. The Great Eastern, whose then unexampled tonnage started the world, was built by the Thames Shipbuilding Co. of Millwall. Though something of a white elephant commercially, "The Leviathan," as the pioneer liner was nicknamed, did service in illustrating tonnage potentialities. Even when iron and steel ships became the vogue, the waterway of the Metropolis continued to produce ships, but the Northern yards, with the advantage of proximity to raw material, forged ahead of the Thames. The attempt to renew the industry there will be watched with special interest.

ISSUE OF MEDALS.

The total number of medals issued from July 24, 1919, to September 5, 1921, is 719,600, made up as follows:—1914 Star, 348,000, 1914-15 Star, 1,530,600, British War medal 2,847,000, Victory Medal 2,394,000.

DAY BY DAY.

EVERY ASSURIDITY HAS NOW A CHAMPION TO DEFEND IT, AND AS HE IS GENERALLY MUCH IN THE WRONG, SO HE HAS ALWAYS MUCH TO SAY; FOR ERROR IS EVER TALKATIVE.—*Goldsmith.*

Among those returning to the Colony to-day by the Empress of Japan were Sir Paul Chater, C.M.G., and Mr. Richard Hancock.

Mr. H.B.L. Dowbiggin purchased the lease for twenty-one years of a plot of land at the Peak, with an area of 11,820 square feet, and known as Garden Lot No. 57, which was sold by auction yesterday afternoon, at the upset price of \$501.

A meeting of the St. Andrew's Men's Association, Kowloon, will be held to-morrow (Wednesday) in St. Andrew's Hall at 8.45 p.m. when Mr. E. Wylie will read a paper on "The Romance of Publicity" which will be followed by a discussion.

The health returns for last week show no deaths from notifiable diseases. There were two non-fatal cases of paratyphoid fever and one non-fatal case of diphtheria. Two Chinese died from influenza. Over the week-end there were two fatal cases of diphtheria and one non-fatal case of plague and enteric fever.

Our Canton correspondent, writing yesterday, reported that Luichow city (Kwangsi) has again been captured by bandits. The magistrate has all fled for the fourth time, while the officers in the magistracy were kept as prisoners. The bandits are said to be a few thousand strong with Chan Sum as the captain. This force has looted and set fire to all villages and market towns on their way, and have kidnapped hundreds of people. Commander Wong Kwun has been ordered to proceed to Luichow to suppress this gang.

The full penalty which the Opium Ordinance provides for traffickers was yesterday meted out to the master of a trading junk who was charged by Revenue Officers in consequence of a raid resulting in the discovery of 4,440 taels of raw opium concealed in kerosene tins wrapped with matting and placed in the hold. A fine of \$10,000, or nine months' hard labour was indicated in addition to a term of six months' imprisonment without the option of a fine. On the second charge of using the vessel for the conveyance of opium, the junk was ordered to be confiscated by virtue of a clause which stipulates for the confiscation of vessels under 50 tons on a conviction.

LAWLESS KWANGSI.

An Infested Province.

Our Canton correspondent writes, giving further details of the operations of bands of bandits in Kwangsi. He says that following the withdrawal of the Cantonese force commanded by Li Fook-lum a great many districts west of Nam Hoi are insufficiently protected and cases of robbery and piracy are reported daily. Traffic both on land and water is interrupted. A number of petitions have been made by the villagers but it seems that no attention is being paid to this matter by the authorities.

A report has reached Canton that a wireless telegraph station has been ordered for Wuchow, the use of which will be confined to the military.

At an extraordinary meeting of the Canton Parliament over forty members signed a petition requesting President Sun Yat-sen to issue orders at once for the pushing forward of the northern expedition.

A Peking telegram to hand to-day states that Wu Pui-foo has arrived at Paojing, when a meeting was immediately held dealing with Sun Yat-sen's northern expedition. A representative from Chang Juk-lin was present and the result of the meeting will be made known in a few days.

A representative from Luk Wing-ting has had an audience with the President, and has declared that Luk's military forces in Kwangsi would still be effective, if ammunition were adequately supplied.

On Chan Kwong-yuen's request the Peking Government has instructed Tso Kwan to strengthen the defence force along the southern boundary of Kwangsi province.

CORRESPONDENCE.

To the Editor of the "Hongkong Telegraph."

The British Legion.

Sir, With reference to the recent correspondence about the British Legion, may I be permitted to write a few words.

Some of the ex-Service-Men who have written to your paper, state that the British Legion should only be for those who actually saw fighting. Do they not think that some of the men that "stayed at home" did as valuable a service to their King and Country as those who actually fought? Take my case for instance, I was in the Royal Horse Artillery with the Experimental Battery at the - Experimental Grounds at Porton, Salisbury Plain, where every experiment with gas, liquid fire, H.E. charges, thermite, trench mortars, Lewis guns, Stokes guns and bombs, projectors, and different inventions in the form of projectors were carried out. I consider that while we were experimenting our lives were in as much danger as those who were fighting. As a proof of the dangerous work we were performing the Ministry of Munitions paid us 1/- per day as "Danger Pay". Personally I do not see why we should have received 1/- per day while those that were fighting got nothing. Our work was an extremely dangerous task and we never knew at what moment we should be blown "skywards".

When some of our men were experimenting with gas during the night we had to turn out of our beds with gas masks on, and clear away from the camp until it was finished. When we were firing the guns (and we had everything from 32" to 92" besides German, Austrian, and Turkish guns) we never knew at what moment we should have a premature and be blown to atoms.

At this experimental station we did all we could to contrive some ways and means by which our comrades away over the sea could finish the war.

Often men in our battery had to stand in gas chambers with enemy gas masks on while our "chums" filled the chamber with all kinds of mixtures. Then when one or two of the men that were in the gas chamber were overcome with the gas—which penetrated the enemy masks—they were taken out and carefully watched by professors and doctors to see what effect the gas had upon them.

Now do not the persons who have been commenting on the eligibility of membership, think that a person who did work of the above nature, is eligible for membership?

As "Dardenella" says, I too understood that the speech made by H. E. Sir G. M. Kirkpatrick, K.C.M.G., K.C.S.I., at the first meeting, was for those who were of the Regular Army & D. of W. I know for a fact that some of those who did actually go in the front line would have "dodged" if it were only possible. If some of those that did do the fighting were to have asked themselves if they would have "dodged" going up, they might feel in rather an awkward position.

Now that we have got an association together in such a small place as Hongkong, what is the use of all this "grousing"? Why not try and be more agreeable and not "growl" so much.

Life is far too short so why not let things stand as they have been going with the British Legion.

Yours, etc.
"EXPERIMENTAL"
Hongkong, Nov. 15.

Sir, While it is gratifying to note that many correspondents have taken up the cudgels in support of a protest as to the all embracing nature of the local Legion, I should be sorry if my action were construed as an attempt to start a campaign of recrimination against all those in the Colony who are not qualified to wear service ribbons. It is as absurd to class every volunteer as a "dud and washout" as it is fatuous to maintain that every man who went to France was a hero.

The only point at issue is that the Legion is intended to perpetuate a comradeship that existed on the battlefields, and unless its membership is confined to those who saw active service it completely fails in its object. The fact that the Committee are not composed entirely of ex-Service-men naturally makes it difficult, if not impossible, for them to deny membership to all and sundry.

Between Ourselves

By Robt. MacWhirter.

On Saturday afternoon last I had a kind of unfortunate experience. To begin with I was late getting home for my tiffin which wasn't altogether my fault. If a man will insist on having a bit snifter it's very hard to refuse without exactly going the length of insulting him. And I never was one to do that, especially where a drink was concerned.

Man isn't it funny how time passes in a hotel lounge. Ye go in for a peg and by the Hokey Fly before ye can look round somebody's suggesting having tiffin with them instead of going home. But I know when to draw the line, even if I am a Scotsman.

Going over on the Ferry of course another chap had to leech on and proceed to get a petgrouse out of his system. When you're jammed into a corner seat and will nothing more exciting than warships to take up your attention it's very hard work even to appear indifferent to such opportunities but what got my goat was when he invited me to walk up the road with him so as to 'miss the last three chapters' of the complaint.

But I'm not taking in any ex-parte serial stories to heart so he may as well have saved his wind and his shoe leather and taken a ricksha instead. I'd have come better off myself for when I got home, there was Janet and the wee yin all dressed up to kill, their tiffins inside them and nothing but black looks for this weak-willed creature that couldn't leave other folks to work out their own scheme of salvation. From the way Janet spoke to me through the youngster I could see she was mad. No, that I'd promised to go with her to the Ministering Children's Bazaar, I'd have you understand, but I'd given my word to be home sharp. What for I don't know unless it was so that the cook could have a longer sleep than usual but you know what womenfolks are. The wee yin kept pestering me to go with her and I'd have liked fine but the idea of meeting some of yon fancy ministering folks kind of kept one back. I could see that Janet was itching to ask me and I had to change the subject quickly in case she swallowed her pride and did so. Ay, it was a narrow squeak. I compromised though, I'd taken a stroll up after tea and see them home. Ay, fine. The boy there and then got strict orders to make Cheesy toast for master's tea and off they went like a pair of school boarders that had been looking forward to Christmas time since last July.

Think's I to myself now's my chance for a quiet read so I fish d the last lot of *Lennax Herald's* out of the pantry and lay down on the sofa. I mind fine o' reading all about Mr. Lloyd George's toothache he got at Gairloch and thinking what a devil's own holiday yon man must have had what between Irishers, folks wanting him to go to the Washington Conference, unemployed English Mayors traiking up North, wet feet and neuralgia, when I suddenly come to myself and looking at my watch found it was five past five. Suffering mother; it must have been yon pag afore tiffin or the mental exhaust that affected me from yon grouser's carburettor coming up the road. I pushed the bell for the boy but I may as well have rang up the Angel Gabriel on a Hongkong telephone for all the notice that was taken. Dazed wi' sleep I spent nearly five minutes looking for my shoes before I noticed they were on my feet all the time and my arm where I'd been lying on it felt as if it had been five years in the frozen north wi' Nansen. My collar I think must have been half way to the Steam Laundry for after looking the floors of three rooms I had to get another out. Thanks I to myself, two clean collars on one day, that's breaking through into Society wi' a vengeance. Just as I was stepping over the front door our substitute for a coolie rushed up and reported no sign of the enemy. When

It was close on six when I got to the Hongkong side and I made straight for Government House right away but my wife and the wee yin never materialised. I nosed about for a bit pretending when folks passed me that I was just taking the air and tried to look as if I lived somewhere half up the Peak. But by and by I ascertained that my tactics were all wrong. I'd pushed too far along my line of communication. So I retired to my base and I had been waiting at the Ferry about fifteen minutes when a Kowloon matron carrying a attenuated looking cushion that looked as if it had had a bad attack of yellow fever, hail-d me in passing. How she knew what I was standing there for is a mystery but she said there was no use my hanging about any longer for my wife was very likely home by that time. That's the worst o' womenfolks. Ye can make appointments by the score but ye may as well save your breath for all the notice they take. I was right mad. The idea of having me traipsing all over Hongkong the whole afternoon looking for her and then giving me the slip like this. I made up my mind I'd give up my Saturday on such foolishness. I'd as soon be working anyway and no half the worry about it either.

When I got into our house I was met at the door wi' an undersized gold fish in a glass dish and a fancy cushion in green satin. The wee yin was fair excited and the fish had its work cut out to keep itself in its native element. Twice it was nearly marooned on our parlour carpet and I had to promise to feed it on bread crumbs three times a day before the rough weather finally subsided. Janet, she was all smiles which just goes to show ye the effect of spending money has on some folk. I thought it was better to never let on about her no meeting me. But I was ready mind ye all the same. Oh! a fine business yon bazaar. I got it all the dinner without commas or full stops. Ay, the Punch and Judy was grand especially the boxing match at the end and the tea must have been Hongkong Hotel for Mrs. Taggart looked fine in a kind of blue dress and hat wi' a big blue feather right round the crown and there was one woman there serving at a stall couldn't speak to ye for the cigarette in her mouth and couldn't see ye for the smoke in her e'en the band ay, it was playing tunes yonder and some men the fool I couldn't keep from laughing and lots of the things were very dear though some folks seem to have an idea that yon kind o' affair's a jumble sale but it would have been better no to have marked the prices so high at first instead of having an auction at the end and the waitresses at the tea had coloured dainties on Mrs. Sutherland looking awful smart in a nice black silk dress wi' a double skirt a black hat wi' a white lining and what looked to me like trimmed wi' a string o' black beads or balls and white stockings and shoes awful neat like and lot of the stuff wasn't sold and it was a great pity that there wasn't more suitable like things that the bairns could have bought it cost ye 20 cents to get your parcels wrapped up but I just came away wi' mine in my hand and we didn't wait for the Baitras Entertainment thinking ye might be lonely-like here yourself though mind ye there plenty men there especially looking at the Punch and Judy and Mrs. That last line represents the first time for a breath. I was glad after that I didn't let on about my disappointment. It would only have spoilt the whole affair.

One or two correspondents have recommended resigning from the Legion as a protest, but I wish to point out that there is a simpler remedy than that. According to the Rules and Regulations, the Annual Meeting takes place in December of each year, when the Committee come up for re-election and an opportunity is given us for bringing forward resolutions. It is clear from the feeling expressed in the press that there is a unanimity

among ex-Service men as to the need for more restricted membership being enforced. Let us then turn up at the meeting in strength and let those who have been holding aloof join now to support the Rules and Regulations, the part us in securing it. Then, may December of each year, when the Committee come up for re-election and an opportunity is given us for bringing forward resolutions. It is clear from the feeling expressed in the press that there is a unanimity

Yours, etc.
Hongkong, 14th Nov., 1921.

CORRESPONDENCE.

The Housing of Government Servants.

Sir.—As I had no right of reply in the Debate yesterday, I should like to explain that I did not intend to suggest that Government Servants were overpaid.

My sole point is that it is bad finance, in view of several other competing claims on our revenue and the falling revenue on opium, to spend several hundred thousand dollars a year in the provision of an expensive and unnecessary large type of houses for Government Servants.

As an instance of extravagance, I may point out that the original proposal of the Government for housing Government Servants on the Homestead Site worked out, including Architects' Commission, at an average of \$85,000 per house or flat, and even included the scrapping of the present Government Pavilions which have at least 20 years of useful wear in them yet.

Yours faithfully,
H. E. POLLOCK.
Hongkong, Nov. 15.
Disturbing Music.

Sir,—May I through your valuable columns ask those who live near by Churches to kindly refrain from playing their pianos, say between 11 and 12.30, which is the usual Service hour?

One goes to Church to worship, and it makes it exceedingly difficult to follow the sermon when some neighbour a few houses away starts playing a one-stop for trot. Thank goodness, there are not many saxophones about in this place!

In a week surely one can keep away from the piano for about an hour, so as not to disturb a congregation.—Yours, etc.

CHURCH-GOER.
Hongkong, 12th Nov., 1921.

YANGTZE FIGHTING CAUSES INSOLVENCY.

The Shui Hui Match Manufacturing Co., Ltd., of Hankow, was originated in 1917 with a capital of \$200,000. Its employees number 400 and the output is mostly sent to Yochow and Ichang for consumption. The recent fighting in Yochow and

YING TAK CITY

DESTROYED BY FIRE.
Help Needed.

Ying-tak, November 12.—Last night at six thirty a fire broke out from a drug store. Soon the flames were beyond control and were driven swiftly by the strong wind from building to building, until the entire city was almost destroyed. The burning went on all night. This morning the city was a heap of ashes and crumbling bricks. I passed over the ruins this afternoon, going along the main streets of the city, and saw that not a single store was left in the city. The stores with many of their goods were consumed in the flames. Not only the stores, but many of the resident sections have gone too. At least seven-tenths of the city was burned.

All night long the flames raged. The people struggled to save a few of their things, and many of them did well to escape with their lives but some fell in the midst of the flames. The exact number of people killed by the fire is not known.

Immediate help is necessary for these homeless and helpless which number several thousands. Unless they are supplied with food and clothing (as the severe winter is approaching), many will doubtless be starved. It is urgent to be rendered to these people of duty by other sections until they are able to get adjusted as it will take time for the homeless and destitute to start life anew.

Any lady or gentleman who is interested in philanthropic work, may write to the Chinese Mission, Yung-tak. The mission's building is located West of the city, and hence escaped the flames.—*Chung Shing Pao.*

Ichang has caused such a tremendous loss to the company that the firm is now in liquidation and operations are entirely suspended.—*Chung Shing Pao.*

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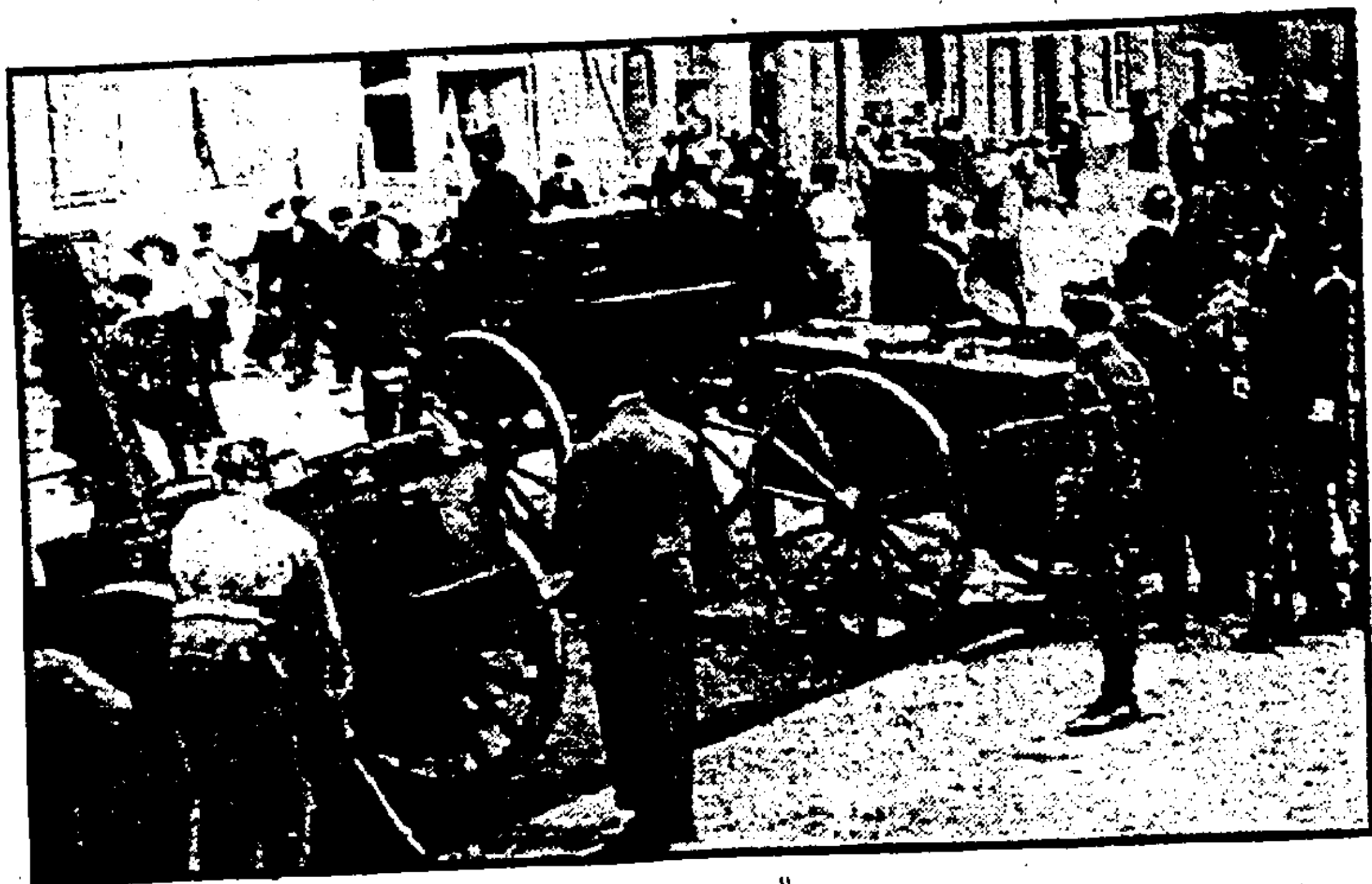
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AT THE
HONGKONG HOTEL

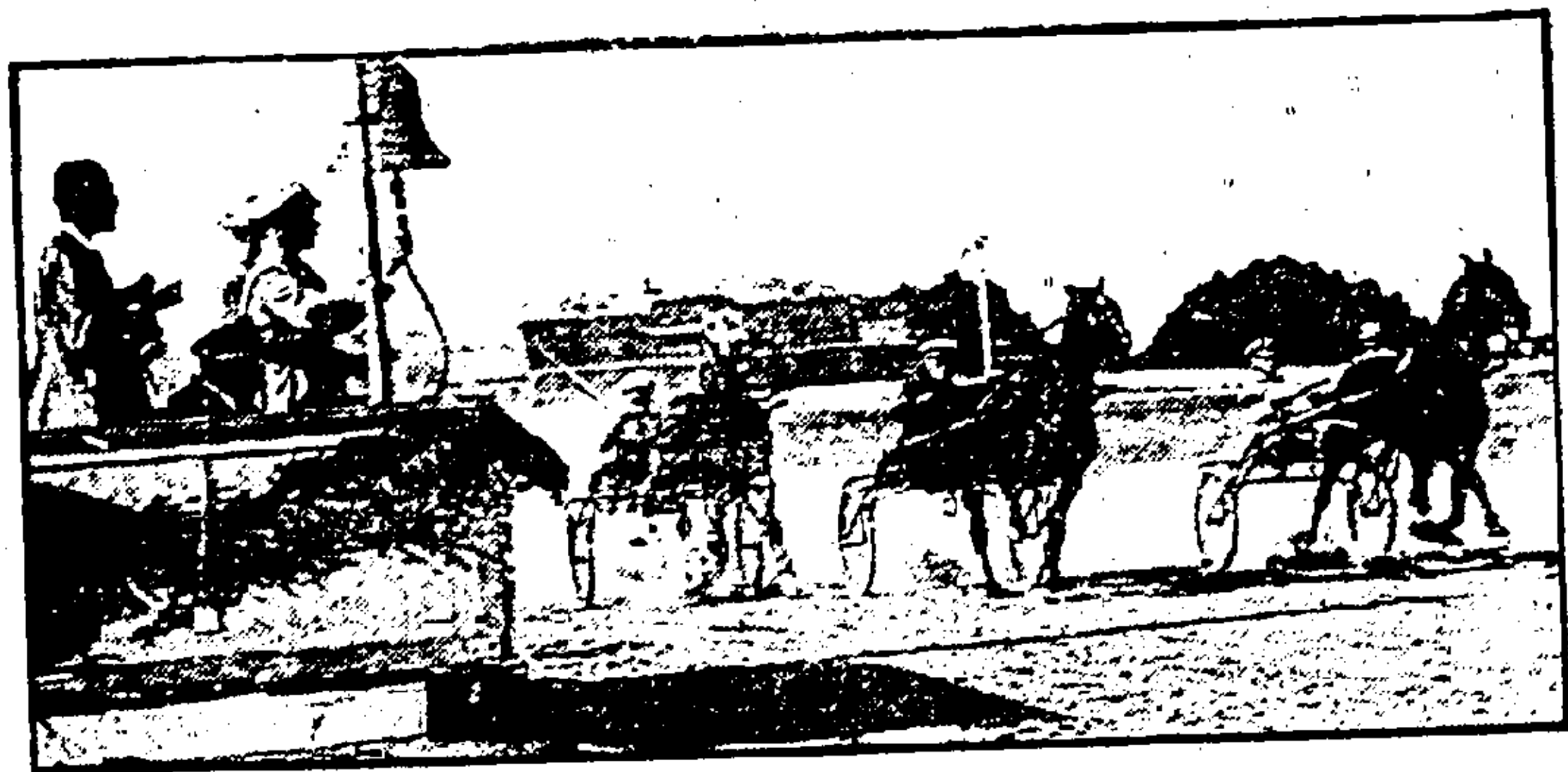
by
EDITH L. IGOE
Room 311.



CAMERA NEWS



French soldiers working side by side with German Red Cross nurses to aid the Oppau explosion victims. Above a French field kitchen preparing meals in the streets for the homeless. Below, German nurses distributing food to injured women and children.



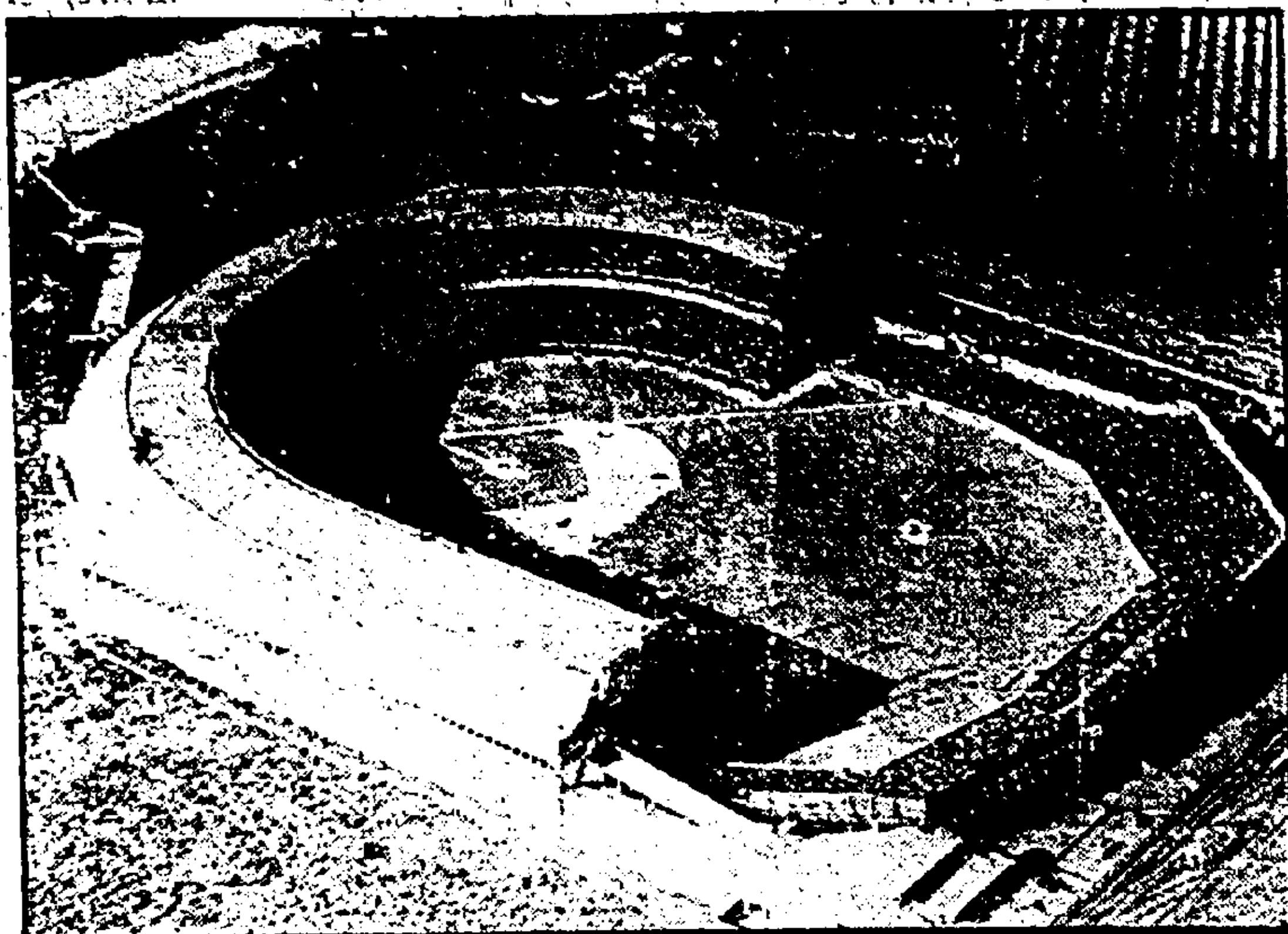
Money will now buy almost anything in Moscow, while throughout the country millions are starving. Above, the start of a trotting race on the Moscow track.



The Waacks, recently held a reunion and sports meet at Bedford College, England. This girl has her own method of jumping, but she cleared the bar.



Because of hard times in Central Europe, Mlle. Amalia Markus, Hungary's greatest tragedienne, has gone to work in a soap factory.



A remarkable aeroplane photograph taken during the 1921 world series (baseball) in New York. It shows the crowds in the Polo Grounds "bowl" and the players in action on the field.

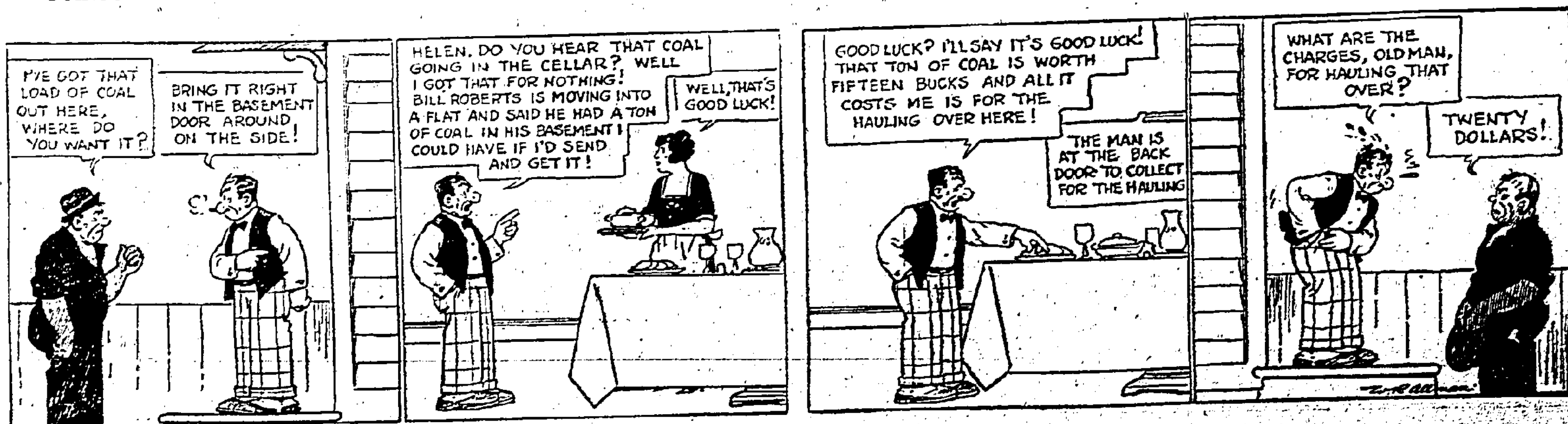


This is the entire crew of the S. S. Quest, Sir Ernest Shackleton's ship now on the Antarctic and South Sea expedition. Sir E. Shackleton is seen sitting in the centre with soft hat; on his right is Commander F. Wild, second in command. Seated on the deck are Boy Scout Mooney (left) and Boy Scout Marr, who were selected from all British scouts to accompany the expedition.

DOINGS OF THE DUFFS

Good Luck with a Kick in It—

BY ALLMAN



PACIFIC SHIPPING.



HOME VIA CANADA

Hongkong to England

Shanghai, Nagasaki, (Moji) Kobe, Yokohama, Vancouver & Montreal.

PACIFIC STEAMER	FROM HONGKONG	TO VANCOUVER
Empress of Japan	Nov. 23	Dec. 14
Empress of Russia	Dec. 8	Dec. 26
Empress of Asia	Jan. 5	Jan. 23
Montezuma	Jan. 17	Feb. 11
Empress of Japan	Feb. 8	Mar. 1
Empress of Russia	Feb. 23	Mar. 13

Connecting Atlantic sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp, Havre, Naples & Genoa.

Allotment of cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily.
Standard Sleeping cars, Compartments & Drawing rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC STEAMSHIPS, LIMITED.

Hongkong Office, Telephone 752. Cable Address GACANPAC.



HONGKONG TO SAN FRANCISCO.

VIA KEELUNG, SHANGHAI, THE ISLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMER	DATE	LEAVE HONGKONG	ARRIVE HONOLULU
SHINYU M.	Nov. 15	22,000	Dec. 18
PERSEA M.	Nov. 27	9,000	Jan. 3
TAIYO M.	Dec. 7	22,000	Jan. 15

* Calling at Dairen and omitting call at Keelung & Shanghai.

† Calling at Dairen and omitting call at Keelung.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA.

CRUZ, BALBOA, CALLAO, MULLENDO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDIAN ROUTE TO BUENOS AYRES.

* YAKUYO MARU, 17,500 tons, December 18th.

† Calling at Manila.

For full information regarding passengers, freight, and sailings apply to—

Y. TSUTSUMI, Manager.

King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton. Messrs. T. E. GRIFFITH, LTD.

STRUTHERS & DIXON, INC.

Operating Far Eastern services for account of the
UNITED STATES SHIPPING BOARD.

TO LOS ANGELES & SAN FRANCISCO.

* "WEST CARMONA" 20th November.

TO SEATTLE & VANCOUVER.

† "WEST DROWA" 28th November.

* Also, cargo accepted for Transhipment at San Francisco
and or Seattle to weekly sailings forNEW ORLEANS SAVANNAH, NORFOLK, BALTIMORE,
PHILADELPHIA, NEW YORK & BOSTON.Through Bills of Lading issued to all U.S. and Canadian
Overland Common Points.

HONGKONG OFFICE—1 door Powell's Building, 11, Des Voeux Rd., Tel. 3083.

CHINA MAIL S.S. CO., LTD.

HONGKONG TO SAN FRANCISCO.
via Shanghai, Japan Ports and Honolulu.
S.S. NANKING Jan. 16th
S.S. CHINA Jan. 16th

HONGKONG TO SINGAPORE.
S.S. NANKING Nov. 23rd

FAST FREIGHT SERVICE
Through Bills of Lading issued to all points in United States & Canada.
also
Cargo accepted on Through Bills of Lading for transhipment at San
Francisco to weekly sailings for principal Atlantic Ports.

PRINCE'S BUILDING,
TELEPHONE DEPT. & AGENT,
No. 1934.

ICE HOUSE STREET,
TEL. FREIGHT DEPT. & AGENT,
No. 2151.

PACIFIC SHIPPING

DOLLAR
LINE

SAILINGS FROM HONGKONG

FOR SAN FRANCISCO SEATTLE & VANCOUVER.

"Harold Dollar" 26th November.
"Melville Dollar" 13rd December.

FOR NEW YORK.

"M. S. Dollar" via Suez 2nd Jan.
"Robert Dollar" via Suez 1st Feb.Through Bills of Lading issued to all Over Land Common Points in
the United States and Canada.

For Particulars and Rates apply to—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING
THIRD FLOORTEL. 797.
795

Operating following U.S. Shipping Board Steamers.

PASSENGER & FREIGHT SERVICE.

For VICTORIA, B.C. & SEATTLE.

Calling Shanghai, Kobe and Yokohama.

S.S.	DATE	LEAVE HONGKONG	ARRIVE SEATTLE
Wenatchee	Nov. 19	22,000	Dec. 9
Keystone State	Dec. 9	9,000	Dec. 30
Wenatchee	For Manila	Dec. 8	

FOR PORTLAND DIRECT.

Calling Manila, Shanghai, Kobe & Yokohama.

Through Bills of Lading issued to Overland common points
Passengers and Freight Particulars, apply to

THE ADMIRAL LINE

Telephones 2477 & 2478. 5th Floor, Union Building.

THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.
REGULAR SERVICESAIGON—SINGAPORE—BATAVIA
and other JAVA PORTS.

LAKE FARRAR Sailing Nov. 17.

GLYMONT Sailing Nov. 19.

OPERATED FOR ACCOUNT OF U.S. BOARD.

OFFICES

5th Floor, Union Building.

Tel. 2477 & 2478.

PASSENGER OFFICE.

Queen's Bldg. 2, Ice House St.

SERVICE TO UNITED STATES.

FOR NEW YORK and BOSTON.

S.S. WEST HIMROD Second half of November.

S.S. WYTHEVILLE First half of January, 1922.

For freight space and particulars apply to:—

BARBER STEAMSHIP LINE INC..

THE ADMIRAL LINE

AGENTS.

Telephones 2477 & 2478. 5th floor, Union Building.

HONGKONG, CANTON & MACAO
STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAM-
BOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Sailings—To Canton daily at 8 a.m. & 10 p.m. (Sundays 10 p.m. only)

From Canton daily at 8 a.m. & 5 p.m. (Sundays 5 p.m. only)

SERVICE OF THE HONGKONG, CANTON & MACAO

STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

Sailings—To Macao daily at 8 a.m. & 2 p.m. (Sundays at 9 a.m. only)

From Macao daily at 8 a.m. & 2 p.m. (Sundays at 5 p.m. only)

Further information may be obtained at the Company's office,
Union Building, or from Booking Agents, Messrs. Thos. Cook &
Son and the American Express Company, Hongkong.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

FOR BOSTON & NEW YORK.

Sailings from Hongkong.

"KANSAS" via Suez Canal 26th November.

"KATUNA" via Suez Canal 10th December.

† Calls at Boston if sufficient inducement offers.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.
HONGKONG & CANTON REISS & CO. CANTON

(THE YAMASHITA S.S. Co., Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

KEELUNG, HONGKONG & HAIPHONG

Sailing from Hongkong.

FOR HAIPHONG via Hoihow & Pakhoi.

S.S. "TAIKWA MARU" on or about 24th November.

FOR KEELUNG via Swatow & Amoy

S.S. "HOZU MARU" on or about 24th November.

For further particulars, please apply to—

M. KOBAYASHI,
AGENT.Branch Office,
No. 37, Bonham Strand, West.

Tel. No. 155.

Top Floor, King's Building.

Tel. No. 140.

NEW SERVICE TO JAVA

China Mail S.S. Co., Ltd.

INCORPORATED IN U.S.A.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

BETWEEN SHANGHAI, HONGKONG, SINGAPORE,
BATAVIA AND SOURABAYA.

S. S. "NILE"

HONGKONG TO SINGAPORE.

BATAVIA & SOURABAYA.

November 15th, at 3 p.m.

HONGKONG TO

SHANGHAI.

December 10th.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

also
Cargo accepted on Through Bills of Lading for transhipment at
San Francisco to weekly sailings for principal Atlantic Ports.

PRINCE'S BUILDING.

TELEPHONE DEPT.

No. 1934.

ICE HOUSE STREET.

TEL. FREIGHT DEPT. & AGENT.

No. 2151.

ENGLISH-LANGUAGE
JOURNAL FOR CHINESE
STUDENTS.

A Peking Enterprise.

With its first issue printed on
the 31st ult. the Peking Express
has now increased the number of
English-language papers circula-
ted in the capital to four. This
new paper, however, will reach a
different class of readers than the
other three, and according to its
prospectus is published in order
to serve as an introduction to
Western science for the Chinese
students of Peking and the
vicinity.As a result of applications for
the complimentary copies, which
are being sent out, the circulation
is temporarily about 4,000. This
circulation is largely among the
student class. The Express is
under purely Chinese manage-
ment and editorship, and will be
published daily except Mondays.The response made to the an-
nouncement that such a paper
was to be started proves that
there is a demand on the part of
the Chinese students for an En-
glish-language daily.The paper will primarily be in-
terested in printing actual news,
but will also run translation of
Chinese stories and timely
articles specially written by well-
known Chinese educators and
scholars.The purpose of the paper can
best be shown, however, by
quoting from the introduction
with which the editor himself
discusses the project: "On this
occasion of our first appearance,
it behoves us to speak a few
words about the motive which
prompts us in launching this new
publication. We know that there
are already three English-
language papers in Peking, all
well edited. But we believe we
are entering a field not covered
by them, for we are serving
entirely a new class of readers—
the student class.For the Chinese student, our
contemporaries are too advanced.
He is anxious to read a paper
published in a language which is
fast becoming the universal means
of expression, and good knowledge
of which is necessary to him, if
he is to penetrate the mysteries
of Western science. The Peking
Express contains features entirely
new to a paper published
for the exclusive benefit of the
foreign reader or Chinese well-
acquainted with the English
language, such as Chinese an-
notations, translations of Chinese
stories and special articles by
famous Chinese educators and
scholars. Moreover, it sells at a
price so cheap as to be accessible
to every student. Our contem-
poraries, we are sure, will also
welcome our new publication, for
instead of supplanting them, it
will serve as an excellent intro-
duction to them later on."

U. S. EXCESS PROFITS TAX.

A Washington message says—

The House of Representatives has

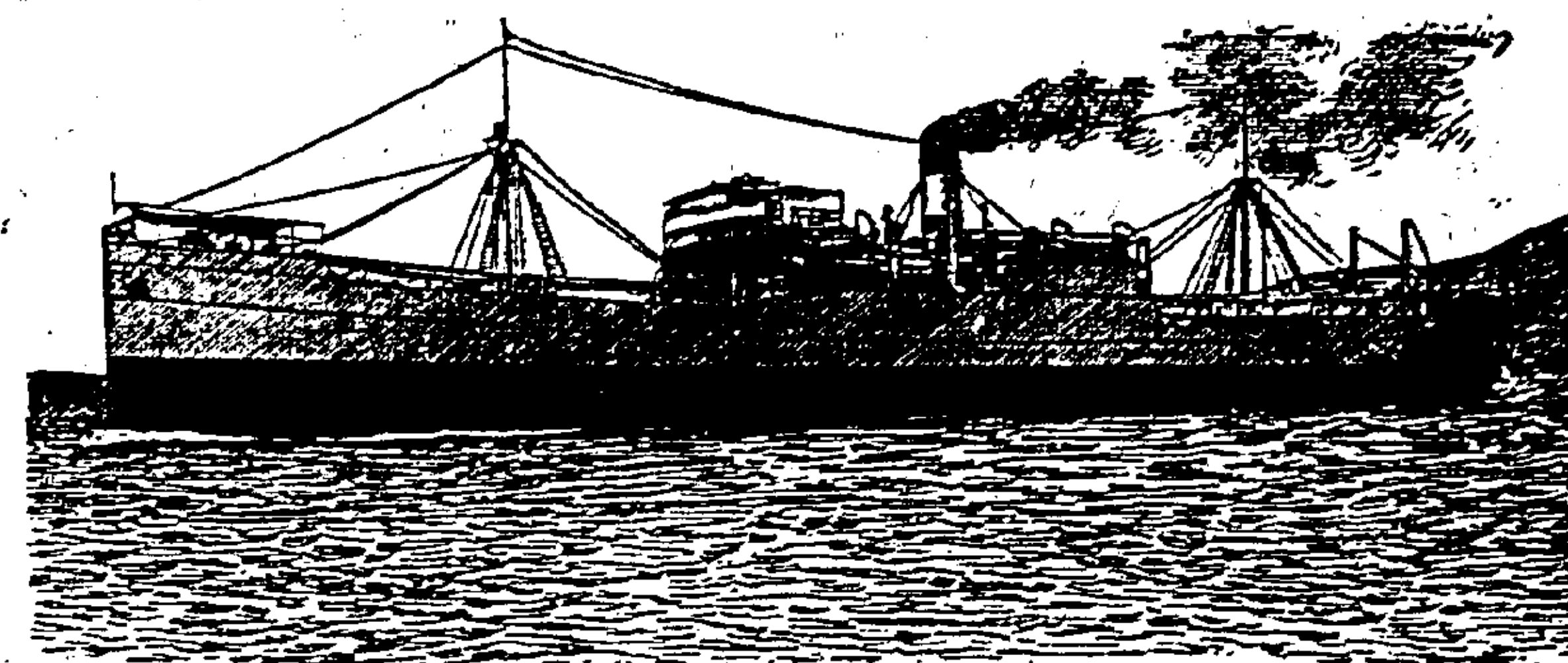
defeated the proposal to continue

in force the excess profits tax

beyond January.

THE HONGKONG & WHAMPONG DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1; A.B.C. Fifth Edition Engineering, First and Second Edition
Western Union and WatkinsDock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,
Iron and Brass Founders, Forge Masters Electricians

S.S. "AMBATELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,
to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.S.C. M.I.N.A. KOWLOON DOCK HONGKONG

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)

TRAFFIC: BRITISH INDIA, PERSIAN GULF, WEST INDIES, AUSTRALIA, EAST & SOUTH AFRICA, AUSTRALIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
NYANZA LAHORE	5,200	26th Nov. 6th Dec.	M'ses, London & Antwerp S'pore, Colombo & B'bay

BRITISH INDIA-APCAR SAILINGS (South)

JAPAN	7,000	15th Nov. 1 p.m.	Calcutta via Straits.
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EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	16th Nov. at 10 a.m.	Melbourne via Manila, Thursday at 10 a.m. Island, Townsville, Brisbane and Sydney.
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* Calls Sandakan

SAILINGS TO SHANGHAI & JAPAN.

TANDA	7,000	20th Nov. d'light.	Amoy, S'hai & Kobe.
EASTERN	4,000	23rd Nov.	Yokohama direct.
NELLORE	7,000	23rd Nov.	Shanghai & Japan.

All dates are approximate and subject to alteration without notice.
WIRELESS ON ALL STEAMERS.
Passes Messengers will receive their 24th, 25th & 26th will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freights, etc., apply to
MACKINNON, MACKENZIE & CO
22, Des Voeux Road Central. Agents.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via S'hai & Japan ports.
Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

FUSHIMI MARU (Nagasaki direct) Friday, 18th Nov., at 11 a.m.
KATORI MARU (Calling Manila) Saturday, 3rd Dec., at 11 a.m.
KASHIMA MARU ... Tuesday, 27th Dec., at 11 a.m.
MARSEILLES, LONDON & ANTWERP via Singapore, Penang, Colombo, Suez & Port Said.

SHIDZUKA MARU ... Friday, 25th Nov. at 11 a.m.
HAKONE MARU ... Friday, 9th Dec. at 11 a.m.
YOKOHAMA MARU ... Friday, 23rd Dec. at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.

LIVERPOOL via MARSEILLES.

KAMAOKA MARU ... Wednesday 7th December.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU ... Tuesday, 15th Nov. at 11 a.m.

TANGO MARU ... Tuesday, 20th Dec., at 11 a.m.

NEW YORK VIA PANAMA & CUBAN PORTS.

DELAGOA MARU ... Friday, 25th Nov.

NEW YORK via SUEZ.

TSUYAMA MARU ... End of December.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Cape.

KAWACHI MARU ... Wednesday, 16th November.

BOMBAY via Singapore, Penang & Colombo.

GENOA MARU ... Friday, 18th November.

CALCUTTA via Singapore, Penang & Rangoon.

MORIOKA MARU ... Thursday, 24th November.

NAOASAKI, KOBE & YOKOHAMA.

TAKO MARU ... Thursday, 17th Nov., at 11 a.m.

NIKKO MARU ... Friday, 16th Dec., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

BOMBAY MARU (Omitting Shanghai) Thursday, 17th Nov.

TSUYAMA MARU ... Thursday, 17th November.

YOKOHAMA MARU ... Sunday, 20th Nov., at 11 a.m.

LIMA MARU (Calling Nagasaki) Sunday, 20th Nov.

For further information apply to—

NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. K. H. KAMEI, Manager.

JAVA-CHINA-JAPAN LIJN.Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Hwah Yah	Java	in port	—	—
Tjibodas	Java	in port	15th Nov.	Japan
Tjimanock	Java	in port	17th Nov.	Amoy/S'hai
Chinder	Java	15th Nov.	—	—
Tjipanas	Java	20th Nov.	26 Nov.	Java via Saigon
Tjitaroen	S'hai/Amoy	25th Nov.	25th Nov.	Java

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.
NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Tjialak	Java	second half of Nov.	—	Frisco via Cebu, Manila
Tjileboet	Java	second half of Dec.	—	San Francisco

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574. York Buildings.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.

REGULAR SAILINGS TO NEW YORK & BOSTON

FOR BOSTON & NEW YORK VIA SUEZ.

S.S. "BOWES CASTLE"

Sailing on or about 26th November.

LLOYD TRIESTINO.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

S.S. "NIPPON" Sailing on or about the 23rd November.

For BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "NIPPON" Sailing on or about 10th December.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service to

Sailing from Colombo to South African Ports—

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone 1030

Agents.

AUSTRALIAN ORIENTAL LINE.HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
CHANGSHA	—	26th Nov. at 4 p.m.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO. LTD.)

FREIGHT & PASSENGER SERVICE
FAR EAST/UNITED KINGDOM & CONTINENT.

Steamers	Sailing.
City of Delhi	20th Nov. Marseilles, London, R'dam, & H'burg
City of Glasgow	6th Dec. London, Rotterdam & Hamburg
Kazembe	19th Dec. London, Rotterdam & Hamburg

PASSENGER SERVICE.

City of Manchester	20th Feb.	London
City of Simla	Middle Mar.	London

Subject to change without notice.

For particulars of freight and passage rates apply to—

THE BANK LINE, LTD.,

or to REISS & Co. Canton General Agents.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel.	Due Hongkong.
M.V. "GLENNAVY"	11th December.
"GLENGYLE"	14th December.
"GLENLUCE"	17th December.

HOMEWARDS.

Vessel.	Leaves Hongkong.	Discharges.
S.S. "CARNARVONSHIRE"	16th Nov. L'DON, R'DAM & H'BURG.	—
"GLENIFFER"	6th Dec. GENOA, LONDON, ANT- WERP, R'DAM & HAMBURG.	—

Movements are subject to change without notice

For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.AGENTS **THE GLEN LINE, LTD.**

Telephone No. 215, sub-ex. 23 and 3696.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
SANDAKAN	Mausang	Wed. 16th Nov. at noon.
SHANGHAI via Swatow	Choysang	Thur. 17th Nov. at d'light.
STRAITS & Calcutta	Namsang	Thur. 17th Nov. at 3 p.m.
S'hai & T'ian via Stow	Wahsing	Fri. 18th Nov. at d'light.
TIENSIN	Cheongshing	Fri. 18th Nov. at noon.
MANILA	Yuensang	Fri. 18th Nov. at 3 p.m.
HAIPHONG via Hoihow	Taksang	Sat. 19th Nov. at 10 a.m.
KOBE	Lalsang	Thur. 24th Nov. at d'light.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returns from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers. BORNEO LINE—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers a.s. "HINSANG" & "MAUSANG". Both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENSIN LINE—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo. BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Namsang" will be despatched on or about Thursday, 17th Nov., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA. Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SWATOW & SINGAPORE	Luchow	16th Nov. at 5 p.m.
SHANGHAI	Sinkiang	17th Nov. at noon.
SWATOW & AMOY	Tean	17th Nov. at noon.
SHANGHAI & TSINGTAO	Shantung	19th Nov. at 4 p.m.
W'WEI, CHEFOO & TSIN Huichow	—	22nd Nov. at 4 p.m.
MANILA, CEBU & ILOILO	Taming	25th Nov. at 4 p.m.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from S'kok via S'low.

or Freight or Passage apply to

BUTTERFIELD & SWIRE

Telephone No. 36.

Hongkong Nov. 15, 1921.

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns,

(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Hai-ching	J. S. Thomson	TUES., 15th Nov. at 1 p.m.
Hai-long	W. Cooper	FRI., 18th Nov. at 1 p.m.
Hai-hong	W. C. Parmore	TUES., 22nd Nov. at 1 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

NANYO YUSEN KAISHA.

The South Sea Mail S.S. Co. (Ltd.)
Regular freight and passenger service between
JAPAN HONGKONG & JAVA.

For Batavia, Samarang, Sourabaya, Macassar & Balikpapan.
S.S. BORNEO MARU ... Sailing on or about 29th Nov.

For Moji, Kobe, Osaka & Yokohama.

S.S. MACASSAR MARU ... Sailing on or about 30th Nov.

For further particulars please apply to—

No. 3, Des Voeux Road Central. K. SUZUKI,
Second Floor of Princes Building. Tel. No. 2706. Manager.

SHIPPING NEWS.

U. S. WATCHING N. CHINA PORTS.

Shipping men at Seattle are watching with interest developments at Dairen & Vladivostok, with the idea of making these seaboard cities ports of call in the future. It is not expected that any change will be made this winter in the schedule of calls, but the spring is expected to see both ports on the sheet.

THE SEATTLE RUN.

Three days will be cut out from the transpacific running time of the freighters of the Nippon Yusen Kaisha plying between Seattle and Far Eastern ports before the end of this year, it was announced by officials of the company at Seattle. Freight-carriers now in the Oriental service of the N.Y.K. will be replaced by freighters equipped with twin-screw turbine engines. The running time of freighters from Yokohama to Seattle will be reduced from 19 days to 16 days.

A STATICS RETURNING.

A statement issued by the Seattle Chamber of Commerce notes that, due to the large increase in bookings of Chinese steamer passengers for the Shipping Board vessels Wenatchee, Keystone State, River State, and Bay State, application has been made to the Shipping Board to increase the stowage space. An effort is being made to have the Immigration Service provide more spacious quarters for housing of Orientals during the time they are awaiting ship.

AMERICA AFTER SUEZ PASSENGERS.

Diversification of a share of the Oriental-European passenger traffic now going by the Suez Canal route through American is to be discussed at the meeting of the Transcontinental Passenger Association in Chicago. An effort will be made to have through tickets sold between the Orient and England on the transpacific passenger lines serving Seattle, the transcontinental railroads and the transatlantic steamship companies. The proposed through rates would be 20 per cent. lower than the cost of travelling from the Orient to London and vice-versa by the same route under the present plan.

BIG OPIUM HAUL FROM LLOYD TRIESTINO BOAT.

A search party from the Chinese Customs made a big haul of opium from the Lloyd Triestino str. Persia which arrived at Shanghai last week. Information had been received that it was more than probable that opium would be found, but it was some time before the search party verified the report. A thorough search of cargo revealed the fact that some 3,000 lb. of raw opium, of the estimated value of \$240,000 had been concealed in bales of paper. The opium is Turkish, and was shipped at Brindisi. It is understood that the Customs authorities are satisfied that the crew of the vessel had no knowledge of this clever attempt at smuggling on a large scale.

JAPANESE COASTWISE SHIPPING SUBSIDIES.

The Communications Department will, it is reported, draw up an estimate for subsidies to be granted to the coastwise shipping routes and present it for approval to the next session of the Diet. From about 1899 or 1900, the Government was subsidizing shipping companies for domestic service in some way or other, but when steamers increased coastwise communication went on so uninterrupted that the subsidies died a natural death. This is especially the case since the European war. However, most ships trade only by fits and starts, their number declining when there is little cargo for them to carry, and this is, of course, a great handicap to the transportation of special products from isolated islands, like the Bonins and Luchus. To root out this inconvenience, the authorities have decided to assist financially the already subsidized shipowners or "free" shipowners and thus let them open periodical lines. So far, the Nippon Yusen Kaisha is communicating regularly with Hachijima, Chichijima, Hahajima, and the Bonin Islands with a yearly subsidy of ¥100,000 from Tokyo Prefecture, and ¥19,000 from the Communications Department, while the Kagoehima Steamship Company is trading with the Luchu Islands. On the line leading to the Marshall Islands, the N.Y.K. is running two ships on the understanding that the Navy Department shares a portion of its bottom with the company. But as there are only small shipments and passengers for these lines, the shipping companies suffer rather than gain.

NOTICES.

**Have a
"Turkish
A.A."**



**Westminster
Tobacco
Co. Ltd.
London.**

**Made of
Carefully blended
Grades of
Turkish leaf.**

**Turkish Tobacco is acknowledged to be
the world's best Tobacco for Cigarettes.**

This advertisement is issued by Westminster Tobacco Co., Ltd.

DAY BY DAY.

William Harris, stated to be a deserter from the U.S. Army, was charged before Mr. G. N. Orme at the Police Court this morning with being a stowaway aboard the Silver State. Inspector Spear who prosecuted said that the defendant was discovered around the fireman's quarters soon after the liner left Honolulu. The American Consul General at this port had been referred to, but he did not wish to have anything to do with the defendant. His Worship sentenced the defendant to one month's imprisonment.

PASSENGERS ARRIVED.

PER.S.S. EMPRESS OF JAPAN
—Mrs. H. S. Curry, Rev. Keppel & Mrs. G. A. Heyburn, Miss. F. G. Meira da Costa, Mr. C. Nopfer, Mr. Y. Orumura, Mr. E. Peter, Miss. F. A. Reay, Mr. F. Ribeira, Mr. & Mrs. J. Ribeiro, Mr. & Mrs. T. T. Wang, Mr. P. Wyler, Mr. K. Yamamoto, Mr. T. C. Yang, Mr. K. C. Young.

**TO-NIGHT!
THEATRE ROYAL.
GRAND GUIGNOL**
3 SHORT COMEDIES & A THRILL.

GAVE HER BABY RELIEF
AT ONCE.What Another Mother Says
About Baby's Own Tablets.

Mothers everywhere are finding Baby's Own Tablets, the Canadian children's remedy, immensely valuable for their little ones. Here is what an American mother says:—
"My baby was much troubled with wind colic," writes Mrs. B. Williams of Perth Amboy, N.Y., "and nothing seemed to do any good until I tried Baby's Own Tablets. They gave relief at once and I would not be without them. I have taken great pleasure in recommending the Tablets to my friends."

Baby's Own Tablets contain no opiates or narcotics, and are guaranteed an absolutely harmless remedy for infantile indigestion, simple fever, colic, constipation and diarrhoea. They expel worms, allay the pains of teething, promote health-giving sleep and regular development.
Of chemists, also post free at 60 cents the vial from the Dr. Williams' Medicine Co., 95 Szechuen Road, Shanghai.

U.S. ENLISTING CHINESE CO-OPERATION IN COMMERCE.
A Chinese Department has been started in the office of the American Commercial Attache in China, Mr. E. S. Ling, a graduate of Fochow College and a man who speaks four Chinese dialects and has a knowledge of Malay, has been appointed Chinese secretary. He will make special investigation in order to obtain a closer contact with Chinese business men.

**TO-NIGHT!
THEATRE ROYAL.
GRAND GUIGNOL**
3 SHORT COMEDIES & A THRILL.

EXCHANGE.

(Opening Rate: closing Rate on Page 1).
SELLING.

T/T	2/734
Demand	2/733
30 d/s	
60 d/s	2/84
4 m/s	Nom.
T/T Shanghai	114
T/T Singapore	109
T/T Japan	109
T/T India	194 1/2
Demand, India	194 1/2
T/T San Francisco	52 1/4
& New York	
T/T Java	153 1/4
T/T Marks	Nom.
T/T France	725
Demand, Paris	

BUYING.

4 m/s. L/C	2/974
4 m/s. D/P	2/974
6 m/s. L/C	2/10
30 d/s. Sydney and Melbourne	2/11 1/4
30 d/s. San Francisco & New York	55 1/4
4 m/s. Marks	Nom.
4 m/s. France	785
6 m/s. France	805
Demand, Germany	
Demand, New York	52 1/4
T/T Bombay	Nom.
Demand, Bombay	194 1/2
T/T Calcutta	Nom.
Demand, Calcutta	194 1/2
On Yokohama	109
Demand, Manila	106
Demand, Singapore	114
Demand, Batavia	153 1/4
On Haiphong	Nom.
On Saigon	
On Bangkok	79
Sovereign	Nom. 7.30
Gold leaf per Tael	48.40
Bar Silver, ready	383 1/2
forward	374
Bank of England rates	5 1/2
New York/London	3.94 1/4

SUBSIDIARY COINS.

H'kong 50 ct. pieces	1 1/2% pm
10 "	1 1/2% pm
5 "	1 1/2% pm
Canton sub. coins	15.8% dir. pm

Hongkong Nov. 15, 1921.

HOTELS.

THE HONGKONG HOTEL CO., LTD.

OPERATING—

HONGKONG HOTEL
(Hongkong)
REPULSE BAY HOTEL **PENINSULA HOTEL** (Kowloon)
(Repulse Bay) (Peninsula)
HONGKONG HOTEL GARAGE
TOWN GARAGE & SHOW ROOMS **RUSSELL STREET GARAGE**
(Repulse Bay) (Peninsula)
REPULSE BAY GARAGE

KING EDWARD HOTEL

**CENTRAL LOCATION,
ELECTRIC LIFTS AND LIGHTING,
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.**
Tel. 373. Telegraphic Address: "VICTORIA"
J. WITCHKILL, Manager.

THE PEAK HOTEL

**1,500 FEET ABOVE SEA LEVEL.
15 MINUTES FROM LANDING STAGE.
UNDER THE MANAGEMENT OF
MRS. BLAIR.**

EUROPE HOTEL, SINGAPORE.

**UNDER NEW BRITISH MANAGEMENT.
THE PREMIER HOTEL FINEST SITUATION.
EXCELLENT CUISINE.
ARTHUR E. ODELL,
(Late Grand Hotel, Southcliffe, England and
Royal Palace Hotel, London, W.)**

KINGSCLERE HOTEL MID-LEVEL
KNUTSFORD HOTEL KOWLOON

**SACHSE, LENNOX & Co., General Agents
Are resident Managers.**

RIVER LEVELS.

As a guide to shipmasters and others interested in the water levels of the river we have been requested by the Board of Conservancy Works of Kwangtung to publish the following table of water levels. The levels are taken at 10 a.m. each day.

Place of Observation	Highest W. L. ever recorded Feet	Lowest W. L. ever recorded Feet	W. L. Aug. 30 1921 Feet	W. L. Aug. 31 1921 Feet
Wuchow, West River	+79.50	-2.42	29.00	29.40
Kongmoon, "	+14.70	-0.80	6.90	7.60
Linkoohow, North "	+57.00	0	8.50	
Samshui, "	+27.25	-5.00	8.00	8.10
Shaklung, East "	+15.15	-0.93	3.61	4.00

PEAK TRAMWAYS CO., LTD.

TIME TABLE.

WEEK DAYS.		
7.00 a.m. to 8.00 a.m.	Every	15 mins
8.00 a.m. to 9.00 a.m.	"	15 mins
9.00 a.m. to 10.00 a.m.	"	15 mins
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4.00 a.m. to 5.00 a.m.	"	15 mins
5.00 a.m. to 6.00 a.m.	"	15 mins
6.00 a.m. to 7.00 a.m.	"	15 mins
7.00 a.m. to 8.00 a.m.	"	15 mins
8.00 a.m. to 9.00 a.m.	"	15 mins
9.00 a.m. to 10.00 a.m.	"	15 mins
10.00 a.m. to 11.00 a.m.	"	15 mins
11.00 a.m. to 12.00 noon	"	15 mins
12.00 noon to 1.00 p.m.	"	15 mins
1.00 p.m. to 2.00 p.m.	"	15 mins
2.00 p.m. to 3.00 p.m.	"	15 mins
3.00 p.m. to 4.00 p.m.	"	15 mins
4.00 p.m. to 5.00 p.m.	"	15 mins
5.00 p.m. to 6.00 p.m.	"	15 mins
6.00 p.m. to 7.00 p.m.	"	15 mins
7.00 p.m. to 8.00 p.m.	"	15 mins
8.00 p.m. to 9.00 p.m.	"	15 mins
9.00 p.m. to 10.00 p.m.	"	15 mins
10.00 p.m. to 11.00 p.m.	"	15 mins
11.00 p.m. to 12.00 midnight	"	15 mins
12.00 midnight to 1.00 a.m.	"	15 mins
1.00 a.m. to 2.00 a.m.	"	15 mins
2.00 a.m. to 3.00 a.m.	"	15 mins
3.00 a.m. to 4.00 a.m.	"	15 mins
4.00 a.m. to 5.00 a.m.	"	15 mins
5.00 a.m. to 6.00 a.m.	"	15 mins
6.00 a.m. to 7.00 a.m.	"	15 mins
7.00 a.m. to 8.00 a.m.	"	15 mins
8.00 a.m. to 9.00 a.m.	"	15 mins
9.00 a.m. to 10.00 a.m.	"	15 mins
10.00 a.m. to 11.00 a.m.	"	15 mins
11.00 a.m. to 12.00 noon	"	15 mins
12.00 noon to 1.00 p.m.	"	15 mins
1.00 p.m. to 2.00 p.m.	"	15 mins
2.00 p.m. to 3.00 p.m.	"	15 mins
3.00 p.m. to 4.00 p.m.	"	15 mins
4.00 p.m. to 5.00 p.m.	"	15 mins
5.00 p.m. to 6.00 p.m.	"	15 mins
6.00 p.m. to 7.00 p.m.	"	15 mins
7.00 p.m. to 8.00 p.m.	"	15 mins
8.00 p.m. to 9.00 p.m.	"	15 mins
9.00 p.m. to 10.00 p.m.	"	15 mins
10.00 p.m. to 11.00 p.m.	"	15 mins
11.00 p.m. to 12.00 midnight	"	15 mins
12.00 midnight to 1.00 a.m.	"	15 mins
1.00 a.m. to 2.00 a.m.	"	15 mins
2.00 a.m. to 3.00 a.m.	"	15 mins
3.00 a.m. to 4.00 a.m.	"	15 mins
4.00 a.m. to 5.00 a.m.	"	15 mins
5.00 a.m. to 6.00 a.m.	"	15 mins
6.00 a.m. to 7.00 a.m.	"	15 mins
7.00 a.m. to 8.00 a.m.	"	15 mins
8.00 a.m. to 9.00 a.m.	"	15 mins
9.00 a.m. to 10.00 a.m.	"	15 mins
10.00 a.m. to 11.00 a.m.	"	15 mins
11.00 a.m. to 12.00 noon	"	15 mins
12.00 noon to 1.00 p.m.	"	15 mins
1.00 p.m. to 2.00 p.m.	"	15 mins
2.00 p.m. to 3.00 p.m.	"	15 mins
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10.00 p.m. to 11.00 p.m.	"	15 mins
11.00 p.m. to 12.00 midnight	"	15 mins
12.00 midnight to 1.00 a.m.	"	15 mins
1.00 a.m. to 2.00 a.m.	"	15 mins
2.00 a.m. to 3.00 a.m.	"	15 mins
3.00 a.m. to 4.00 a.m.	"	15 mins
4.00 a.m. to 5.00 a.m.	"	15 mins
5.00 a.m. to 6.00 a.m.	"	15 mins
6.00 a.m. to 7.00 a.m.	"	15 mins
7.00 a.m. to 8.00 a.m.	"	15 mins
8.00 a.m. to 9.00 a.m.	"	15 mins
9.00 a.m. to 10.00 a.m.	"	15 mins
10.00 a.m. to 11.00 a.m.	"	15 mins
11.00 a.m. to 12.00 noon	"	15 mins
12.00 noon to 1.00 p.m.	"	15 mins
1.00 p.m. to 2.00 p.m.	"	15 mins
2.00 p.m. to 3.00 p.m.	"	15 mins
3.00 p.m. to 4.00 p.m.	"	15 mins
4.00 p.m. to 5.00 p.m.	"	15 mins
5.00 p.m. to 6.00 p.m.	"	15 mins
6.00 p.m. to 7.00 p.m.	"	15 mins
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9.00 p.m. to 10.00 p.m.	"	15 mins
10.00 p.m. to 11.00 p.m.	"	15 mins
11.00 p.m. to 12.00 midnight	"	15 mins
12.00 midnight to 1.00 a.m.	"	15 mins
1.00 a.m. to 2.00 a.m.	"	15 mins
2.00 a.m. to 3.00 a.m.	"	15 mins